CYCLE NEWS®

WEST NEWSPAPER

Volume XI : Number 37 : September 24, 1974

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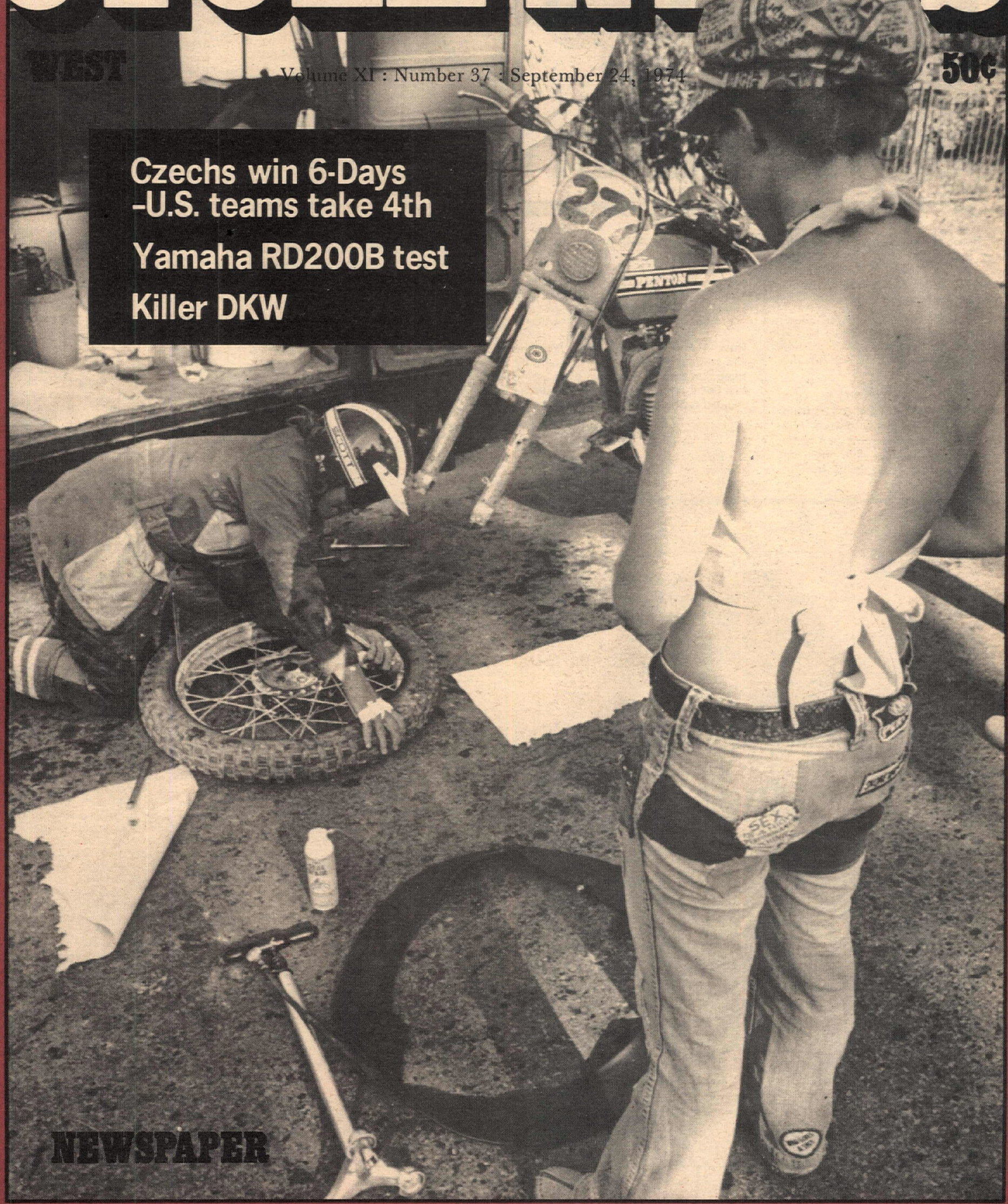


Czechs win 6-Days
–U.S. teams take 4th

Yamaha RD200B test

Killer DKW

THE LATEST POOP BY PAPA WEALEY

Ben Ford II, great-grandson of old Henry is only 24, but he'll be racing a (what else?) 4-wheeler and a 400 Husky in the S.C.O.R.E. Riverside, California off-roader next Sunday.

Orange County M.C., one of the oldest, is *serious*. Recently the OCMC kicked out 17 of their members because they were not active enough! Over the Hill Gang, here they come.

Bobby Riggs won a $25,000 bet with Evel Knievel by riding a H-D 125 from Las Vegas to Twin Falls, Idaho — 600 miles. It was Riggs' first time on a cycle. "I thought I was killed four times on the way!" gasped the tennis hustler. Riggs joined the AMA as soon as he got to Twin Falls.

September 21-29 is California Motorcycle Week. Let's celebrate by taking a ride at Red Rock, the first real real estate our green stickies allow us in.

Russ (M.O.R.E.) Sanford's gift Yamaha was crashed Memorial Day Weekend by some dude Russ let ride it. After seeing the $641 repair estimate, the lobbyist decided to fix it himself.

The Laconia National Road Race and zoo will not run next year because the sponsors ran out of cages for the animals.

SOME SAFETY GADGETS WE'D LIKE: Free-wheeling, kickstand that activates rear brake while in park position, safety rims on imported motorcycles, "Lifeguard" innertubes for bikes, headlight flasher button handy to the thumb, non-skid brakes.

Which dealers offer the public the lowest parts prices, one reader wants to know? If your dealer prides himself in lower parts prices, please call CNW and tell Linda. Thanks.

One Southern California Harley-Davidson dealer is building a Sportster engine (minus one cylinder) for speedway.

Trudy Beck didn't get sick at the Stumpies' Hare Scrambles as Linda Griffing told us and we reported last week. Her father says she ran out of gas in sight of the finish line — which is enough to make you sick.

Four Sequoia National Forest campgrounds — Redwood Meadow, Holey Meadow, Lower Peppermint and Princess (open to October 21) — have been closed due to lack of maintenance funds. Long Meadow, Panorama, Gooseberry, Sugarloaf, White River, Deer Creek and Frog Meadow will be open. Forest Service urges visitors to "pack out what they pack in." Fire danger is still extremely high.

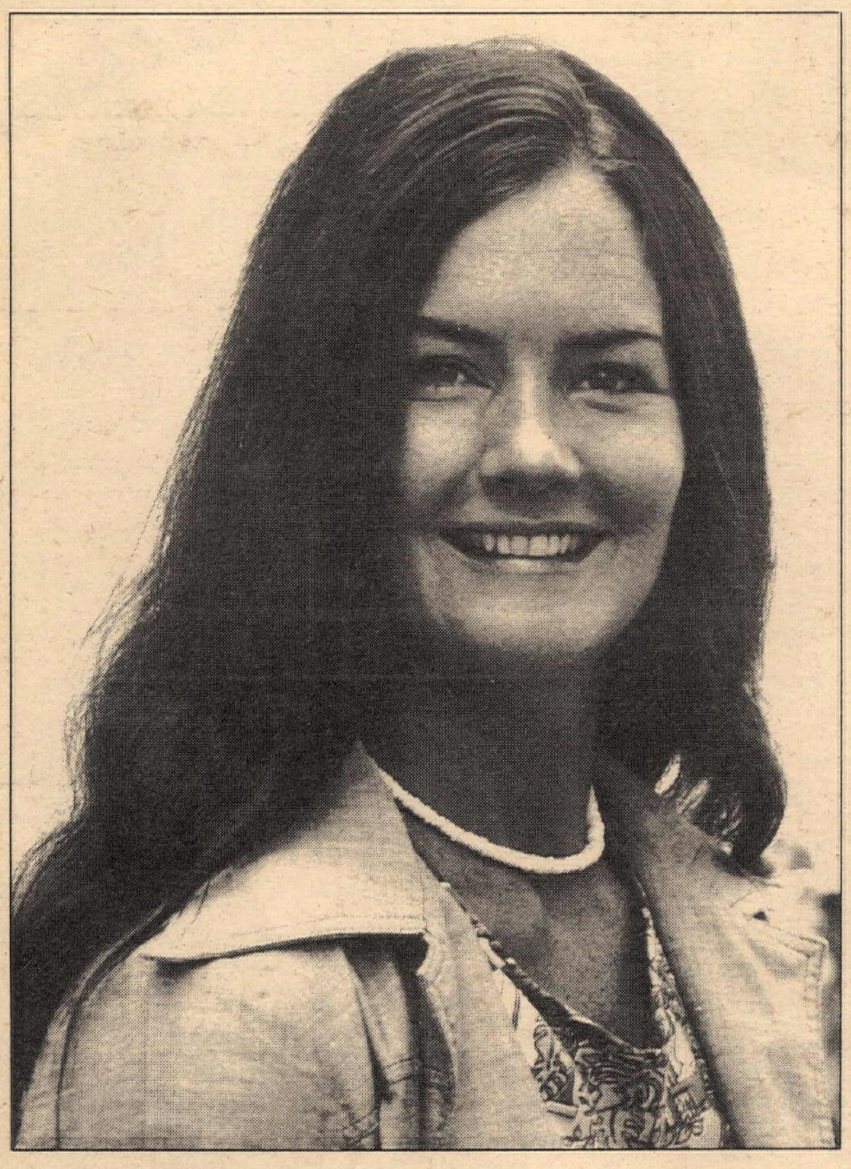
Kawasaki, through its dealers, loaned out $225,000 worth of learners' bikes this summer. Working with public education authorities in the coming year, they hope to loan out a half-million dollars worth of motorcycles in support of programs that will train over 100,000 new riders annually.

Honda could have met California's 80 db noise limit proposal, but chose to forego competitive advantage and stand with the rest of the industry in getting the limit eased to 83 db.

Ready for this? Seven serialized quarter-scale statues of Evel were cast in gold to commemorate the jump at $150,000 apiece. One guy bought six of them and got a $20,000 discount. Does that tell you something about the economy?

The ruling to use mufflers for the September 29 Golden Gate Mile equivalent of Discojet's noise reduction (about 86 dbA AMA test) came as a result of promoter Mike Goodwin having to post a $3,000 bond against excess noise. The actual rules are not more than 80 dbA at 1800 feet, where the complaints in 1973 came from. Since no one had the foresight to measure last year this arbitrary figure was chosen and the producers are going overboard to adhere or they will lose the facility. With the complaints coming from atop a wind ridden hill, many variables come into play "Since a train going by below can run the db's to 77 we will have a man monitoring all day to see just who are the sound culprits" says Goodwin. "Last year the boat drags at the Berkeley Marina drowned out our announcer."

Motorcycle Dealer News publisher Larry Hester is coming out to ride in the Old Timers' benefit MX at Valley Cycle Park, September 29. In honor of this event, Tom Culp, Cycle News General Manager, is offering $25 to anyone who "stuffs" Hester into a tree provided by Culp. It's something to do with an inside joke . . .



New ad manager at Cycle News

LONG BEACH, CA, SEPT. 9 Cycle News, Inc. announced today the appointment of Linda Clark to head its Western Region advertising department. Linda fills a long standing vacancy at Cycle News, the only weekly motorcycle newspaper in the United States. Previous experience as Assistant Advertising Manager and Show Coordinator with Motorcycle Dealer News provides her an excellent background to know how to help with all advertising needs. Linda is best remembered as the ever-smiling, always-helpful young lady at all the motorcycle trade shows. She brings this same cheerfulness with her as she embarks on her new career with Cycle News. Contact Linda at (213) 427-7433 for the most cheerful advertising in the West.

BLM statement perils Barstow-Vegas race

SACRAMENTO, CAL., SEPT. 13

The Bureau of Land Management today released a draft environmental impact statement on the proposed issuance of a permit for a motorcycle race from Barstow, Calif. to Las Vegas, Nev.

The San Gabriel Valley Motorcycle Club has requested a special land use permit for the race involving some 3,000 riders to be held November 30 on lands under BLM jurisdiction.

The environmental statement concludes there would be damage to soil and vegetation over much of the 155-mile course. Wildlife would also suffer, it concluded, along with "cultural resources."

Alternatives to issuance of the permit for the race, which has been held annually for seven years, include allowing it on different courses, or rejecting the application.

There are more than 150 organized races each year on BLM land involving 67,000 participants and 189,000 spectators. The Barstow-Las Vegas Hare and Hound Race is one of the largest.

Copies of the draft statement have been furnished to State and Federal agencies for comment and have been given also to interested groups. Interested parties may comment on the draft for 30 days following its release. Comments should be addressed to the State Director, Bureau of Land Management, 2800 Cottage Way, Rm. E-2841, Sacramento, CA 95825. Copies are available for viewing at the Bureau's offices on Cottage Way in Sacramento and at 1414 University Avenue in Riverside as well as the Las Vegas District Office at 4765 West Vegas Drive, Las Vegas.

Reason why Steve Stackable rode the hardest of his life in Evel's MX was "It never was worth it before," quoth the tall Texan. Austin, you shoulda seen it!

Greedy Pierre in his track and field suit was seen running everywhere among the pit racers at Evel's Biggie. Would you jog eight hours for, say, a thousand dollars an hour? Pierre K. did.

Mike Whiteside of Squaw Valley owns California license plate "WFO."

The Harley-Davidson factory strike is settled and twins are again rolling off the assembly line this week.

Ever notice that half the bikes on a road run are Harley-Dees, yet their market share is only five percent?

See y'all at the Second Annual Evel Knievel Canyon-cross?

Lear jets are neat . . . but loud?!

Technical details: The main valve of Evel's Buck Rogers steam rocket consisted, in part, of ten dog food cans, relieved of their contents ("Mrs. Truax found some needy dogs"). These formed a "shear diaphragm," which ensured positive ON when the switch was thrown.

The press waiting for Evel's big show had a small shudder for their own lives when a rumor swept the gallery that the unruly crowd outside knocking down the fences would sweep them off the canyon side.

Wonder if a steam rocket cycle would work at Bonneville?

Voices from Duckville assert that sources inside Bultaco International told them that the 250 Pursang Mk. VII would indeed be called a "Jim Pomeroy Replica" upon its release in the U.S., and that's why Cycle magazine called it that.

Some sources say there will not be any Yamaha RD 350s or Kawasaki 750 H2s in the model year 1976. From go fast to breathe clean, in one swoop of the EPA.

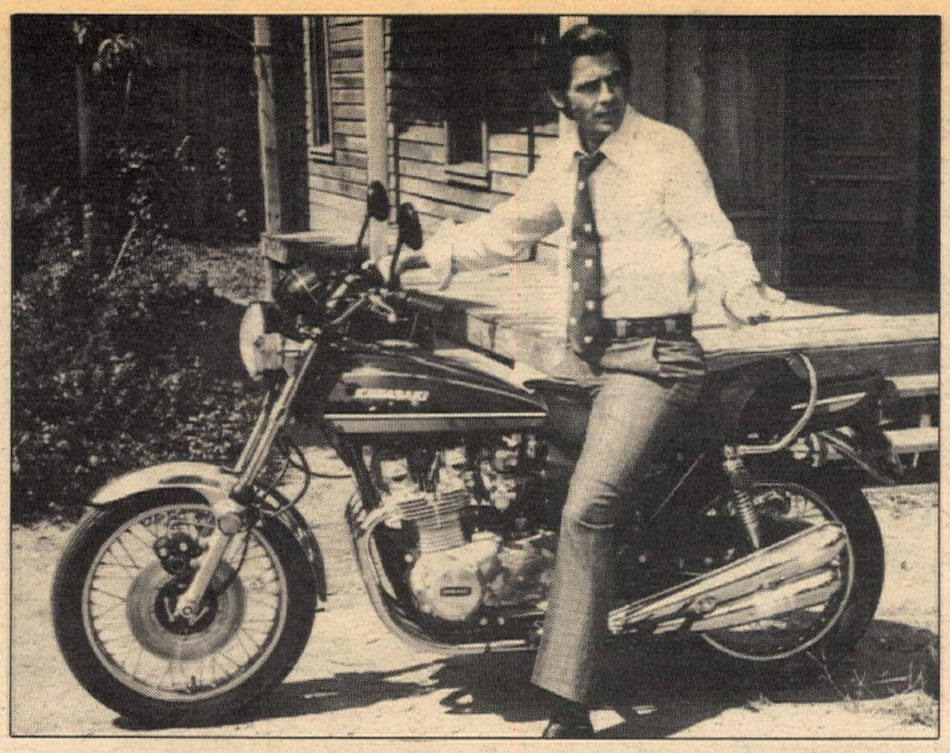
According to Mike Goodwin, promoter of things prefixed with "Super" (as in Superbowl and Supermile), before he left to contest some European road races last week Ken Roberts stated that the Golden Gate Mile track has so much of a cushion that he won't have to back off the gas once from start to finish of the race.

Kenny will be back in the States for the Toledo, Terre Haute, and Albany Nationals.

The purse for the Golden Gate Mile in Albany, California (or Supermile) is up to $20,450, making it the richest dirt track event his year. Discojet posted a $200 contingency award, too.

Then there was the man who rode his bike past the flashing red lights at a train crossing in Colorado and derailed a freight train.

Starting September 21-22, KYMS (106 FM, Orange County, CA) will kick off "Two Wheelers Off the Road" with Don Skahill, a taped news series featuring local motocross, speedway, and AMA racing activities. The spots will run Saturdays at six and eight a.m., six and eight p.m., then Sundays at six a.m. and six and eight p.m.



Just what the doctor ordered! James Brolin co-star of the "Marcus Welby, M.D." television series will be wheeling to and from episodes aboard a Kawasaki Z-1 motorcycle this season. The Z-1 was the actor's personal choice for transportation on and off the lot.

Motocross des Nations:

Sweden first, U.S. second

Bengt Aberg (Hus) swept both motos to lead the Swedish team to first overall on their home ground, while the U.S. team put together a series of consistent finishes to nudge out the Russians for runner-up by four points. Brad Lackey (Hus) scored 5-14, Pomeroy (Bul) 6-10, DiStefano (CZ) 14-21 and Weinert 25-31. The best three scorers put together the U.S. team's 70 point total. Results, Sweden, September 15, 1974, Teams Overall: Sweden, 22; U.S.A., 70; USSR, 74; Great Britain, 108; Netherlands, 114.

Grand Prix

DIRT DIGGERS MOTORCYCLE CLUB

Nov. 2 Nov. 3

$10.00 Entry (Mail) Limited entries — $100.00 Post (Oweeeee). Start position determined by postmark (Am — PM only). Open Sept. 23 — Close Oct. 25.

Saturday
100, 125, 126 — 200, 250
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Sunday
350, 500, Open, Hacks, Old Timers, & Powder Puff
DDMC
12051 Kirkholm Ct.
Northridge, CA 91324

Hopetown - USA
Rain or Shine

DIRT DIGGERS M.C.

Official Entry Blank

DATE _____

A separate form must be submitted for each class entered.

NAME _____

ADDRESS _____ CITY _____ STATE _____

PHONE NO. _____ AGE _____ ZIP _____

MAKE OF MACHINE _____ ENG. NO. _____

CU. IN. OR CC _____

For official use only

Assigned number

Assigned class

HIGHEST DISTRICT 37 CLASSIFICATION HELD

NOV. _____ JR _____ EX _____ NONE _____

If you do not have a District 37 card, please note association and classification.

FOR DISTRICT 37 POINTS ONLY: RIDING NO. _____ DIVISION _____

CLUB _____ AMA NO. _____ EXPIRES _____

THE UNDERSIGNED ENTRANT BY AFFIXING HIS INITIALS BELOW, ACKNOWLEDGES THAT HE ASSUMES THE RISK OF ANY LOSS FROM INJURY OR PROPERTY DAMAGE TO HIMSELF OR TO OTHERS, DUE TO HIS PARTICIPATION IN THIS EVENT AND HE HEREWITH SPECIFICALLY HOLDS HARMLESS FROM ANY SAID LOSS THE AMERICAN MOTORCYCLE ASSOCIATION, SPORTS COMMITTEE, DISTRICT 37 AMA, INC., THE SPONSORING CLUB OR ORGANIZATION, AND THE OWNERS OF THE REAL PROPERTY ON WHICH SAID EVENT SHALL TAKE PLACE.

(entrant's and/or parent's initials) _____

If entrant is under 21 and does not have current District 37 Card indicating notarized consent is on file, Parent or Guardian must sign here acknowledging his or her consent to the terms of entry.

The undersigned does hereby certify that he is a duly qualified (Circle One) Amateur/Expert/Novice class motorcycle rider having been so qualified by a competent organization.
It is further understood and agreed that in the event I am injured from whatsoever cause during the event covered by this application, I herewith consent to and authorize first aid and ambulance service as provided by the sponsoring club or property owner, and further hold all parties harmless from any consequences of said aid.
Under the rules and sanctions of the American Motorcycle Association, I hereby agree to conform and comply with the rules governing this contest.

Signature of entrant: _____

Date: _____ 19 ____

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ON THE COVER: Carl Cranke gets the chance to see if he practiced tire changing enough at the ISDT, watched by a trial tootsie. Richard Creed photo.

CYCLE NEWS®

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VOICES OF THE WEST

TV coverage gap

After reading the article about the poor television coverage of motorcycling, my husband and I wrote to the three networks, asking about the TV void of good cycle sports and events.

We received one reply only (from Mr. Hoover, ABC) informing us of the three programs covering the Evel Knievel canyon jump. I felt he was classifying me with stunt riders. I think someone better send these people a subscription of Cycle News to show that 99.9% of cycle riders do not go around jumping canyons.

CAROLYN SHELDON
Laton, Calif.

Yes, Evel seems to have pre-empted our airtime for the present. TV moguls seem to confuse rocketships with motorcycles. All three networks receive Cycle News regularly . . Ed.

. . . If your readers want to avoid a steady diet of Evel Knievel, they had better "keep those cards and letters coming in."

WARD CUMBIE
Downey, Calif.

A TV response

I have a response to Sally McGraw's letter to Dave Destler of Canoga Park. All we have to do is fill out a petition from one end of the nation to another and send it in to the head honchos of television city. Please print this. I think it will mean a lot to all motorcycle riders everywhere.

Sally McGraw,
Mgr. Audience Svcs.
NBC, Inc.
30 Rockefeller Plaza
New York, New York 10020

Your letter to Mr. Destler hit a lot of motorcycle riders and racers wrong. We must say that you really don't know much about the sport of motorcycle riding. We must say that we would like to show you how many people would really like to see a motorcycle race get a lot of publicity. Let's face it. Motorcycle riding is a fast growing sport. We believe it is better than football or baseball. The following are riders and racers who want motorcycle races put on television as much as football, basketball, and baseball games are.

Sincerely yours,
Motorcycle racers,
riders and clubs

Anyone can sign. Put down your name, age, city and state. We'll show those big shots up there!

ANNOMIS (sic)
Southern Calif.

The hot set up would really be for readers to write and tell of their interest to ABC TV because they've expressed interest in a bike TV show, but have yet to be convinced. The address is ABC, 1330 Ave. of the Americas, NY, NY 10019 . . . Ed.

What the girls really want

Tim Mickey is doing a great job of reporting about activities of a neat track named DeAnza, but hey, how about some of those neat pictures? The track's a real MX course but the turnouts are still small. We hope to have the Powder Puff Nationals at the track next year. It's what the girls really want.

DEBBIE LUTZ
Anaheim, Calif.

We'll see . . . Ed.

Got it all wrong

What's this BS on the back of *Cycle News* about a *Cycle News* PP "run what your brung" race? Do they expect us to go clear to Alabama just to race 10 minutes for only $100 at the most? They've got it all wrong. Nice of them to think of us, but let's be realistic too.

NANCY THOMAS
Applegate, Ore.

The "race" started as a local deal put together by the southern-fried souls at Cycle News East of Tucker, Georgia. We picked up the ad as a good excuse to run the inspiring photo of Squeeky Sawyer one of the editors took at the Powder Puff Nationals . . . Ed.

Mann fan

In a recent issue, it was stated Kenny Roberts had scored a victory in every form of competition on the National Circuit in a span of three seasons, whereas it took Dick Mann twenty seasons to do the same.

True, Roberts is the hottest rider on the National Circuit since Carroll Resweber, however when you think of what Mann has accomplished in his long and great career, he may have no equal. Dick's career as a racer is fading, however his thousands of fans aren't forgetting what he has done.

PHIL TODD
Fillmore, Calif.

Sacramento drama

In your September 10th Edition the Latest Poop Column makes reference to a bill before the legislature concerning maximum sound levels, entitled "Sacramento Drama."

I would certainly agree that it was a drama that could well have stopped several motorcycle manufacturers from selling their product in California. However, the credit for resolving the problem with the legislature was not complete. Russ Sanford of M.O.R.E. certainly had a hand in the decision. However, credit should be given to the M.I.C. for financing Mr. Sanford's effort which would not have been successful without the very capable assistance of Mr. Hy Weitzman, Executive Secretary and Lobbyist for the C.M.I.C.

AUB LeBARD
President, C.M.I.C.

Biker Barry

With regard to your letter concerning H.R. 5441, Congressmen Veysey, Pettis, Mathias, and I have succeeded in getting provisions in that bill, which provide for controlled vehicular access in specified areas of the wilderness zones established under that bill. We fully agree that you should not be locked out if you do not like to hike or horseback ride. I believe that you will find that our provisions serve to benefit both your interests, and preserve the wilderness and desert areas at the same time.

BARRY M. GOLDWATER, JR.
Member of Congress
Washington, D.C.

Brian Fabre received this letter from Congressman Barry M. Goldwater, Jr., who owns a Yamaha DT 250 . . .Ed.

Green stickie parks

I am writing to request that you either publish, or furnish me with a list, of state recreational areas for motorcycles. I assume since we have been paying for them with our off road permits that they are providing recreational areas, however I have been unable to locate any.

PHILIP L. BATES
Bellton, Calif.

To this date there are no motorcycle recreational areas financed by green stickie funds and administered by the state of California . . . Ed.

All burned down

A while back, some friends and I decided to take a vacation and go see the great Evel Knievel jump the Snake. We carefully planned our expedition, sent for the $25 tickets, rented a motorhome, and got everything ready. We arrived the Monday before the jump. We all wondered if we were at the wrong place. A moto had just started and there were five or six riders racing.

Everyone working seemed to have the same answer to our questions: "I don't know, ask the guy over there." Fed up with the Mickey Mouse setup, we went upstate to do some fishing and returned Thursday to watch the hot-shoes do it. That was the climax of the week — from then on it was downhill.

Sunday I went looking for my $25 reserved seat but there wasn't one seat anywhere except in the press area. I went to use the porta potty but they had all been burned down. I went to eat and all the prices were doubled from earlier in the week. I went to go to the launch pad as the ticket says but couldn't get near. The only place where you could see was from the press area (unless you wanted to hang your butt on a 500 foot ledge wallowing in the talcum-powder dust, but still you couldn't see the whole thing).

Then Evel launched himself into the canyon and didn't make it and didn't get hurt. Well, as far as I'm concerned (and my friends), the whole thing sucks. It was poorly planned and poorly executed and Evel ripped off everyone there for $25 and the last laugh is on us and everyone who was there. Cycle News, you were there, you know this is true.

BRIAN McQUADE
Thousand Oaks, Calif.

Yes, but of course we were in the press corral . . . Ed.

Suitable for hanging

Enjoyed the Darylle Purcell drawing on the cover of the September 17 issue of *Cycle News*. Would it be possible to get a copy suitable to hang on the wall in my sons' room?

MRS. JAMES THIELMANN
Santa Barbara, Calif.

Just frame the front page. Or, have it photostated at a blue print shop. You have our permission to make one photostat for your own use . . . C.C.

gain..Again..Aga

This is what the motorcycle industry is saying about the MONTESA Cappra VR:

CYCLE NEWS *–April 1974*

"The best stock 250 motocrosser you can buy – better than works."

CYCLE *–May 1974*

"Born and bred on the GP circuit and as honest as a motorcycle can be, the Montesa Cappra VR is the fastest bike in the 250 motocross class – and the best."

POPULAR CYCLING *–August 1974*

"Possibly the best 250 available, easily the best engineered and designed."

DIRT BIKE *–July 1974*

"The Montesa felt great! ...one of the best out of the crate handlers around...an easy starter, first kick (really)...the transmission on our VR was just bitchen. It's incredibly fast."

CYCLE GUIDE *–May 1974*

"A dream for the owner; a nightmare for the competition."

MOTOCROSS ACTION *–September 1973*

"It's the kind of bike that keeps you awake all Saturday night just thinking about what you're going to do with it on Sunday...The VR is one fine racer...Jet...Rocketship... you can't do better than the VR."

MOTORCYCLIST *–September 1973*

"The most potential of any new motocross machine."

CYCLE WORLD *–June 1973*

"...exceptional handling to match exceptional performance, A proven performer for the motocross war. The VR breaks tradition."

MODERN CYCLE *–September 1973*

"Closer to a carbon copy than a replica...one of the finest, if not the best, motocross machines on the market today."

DIRT RIDER *–June 1973*

"If it were here first, it would be the bike we would have to compare the Honda to, but since it isn't it's the bike that's as good as the Honda motocrosser."

Your nearest Viva Dealer:

COMPETITION SERVICE, INC.
1244 North Gaffey Street
San Pedro, CA 90731
(213) 547-2203

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15721 South Atlantic
Compton, CA 90221
(213) 635-8058

THE CYCLE WORKS
1200 West Whittier Boulevard
La Habra CA 90631
(213) 691-3273

CYCLE CIRCLE
2357 Cabrera Street
San Bernardino, CA 92441
(714) 887-2600

DON'S CYCLE SALES
1108 West Holt
Ontario, CA 91762
(714) 986-5002

EXETER MOTORCYCLE CENTER
107 South "H" Street
Exeter, CA 93221
(209) 592-2766

FRESNO CYCLE CENTER
2250 East McKinley Street
Fresno, CA 93703
(209) 233-1834

KAR CYCLE SHOP
2728 Santa Anita
El Monte, CA 91733
(213) 443-5712

MISSION HILLS MOTORCYCLE
8730 Sepulveda Boulevard
Sepulveda, CA 91343
(213) 785-4289

WHEELSMITH MOTORCYCLES
1641 West McFadden
Santa Ana, CA 92704
(714) 83z-0150

CARMICHAEL HONDA
7833 Fairoaks Boulevard
Carmichael, CA 95608
(916) 933-1318

CYCLE CENTER OF SALINAS
319 West Market Street
Salinas, CA 93901
(408) 422-9809

D & L SPORT CYCLES
Sta Route No. 1, Box 21A
Plymouth, CA z5669
(209) 245-3141

HALYAK CYCLE
2589 - 2593 First Street
Livermore, CA 94550
(415) 447-4460

MOORE & SONS
2-1431 East Cliff Drive
Santa Cruz, CA 95060
(408) 475-3619

DODLEY & SON
620 Visalia Street
Hanford, CA 93330
(209) 582-9370

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1129 Railroad Avenue
Clovis, CA 93612
(209) 299-2880

R & J HONDA SHOP
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Vallejo, CA 94590
(707) 691-4944

PAULSON'S INC.
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Tacoma, WA 984z9
(206) 5881837

SPORTS CYCLES
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(509) 489-6500

DAVE'S CYCLE SHOP
2009 Portland Avenue
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(509) 525-1212

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Fairbanks, AL 99701
(907) 456-5920

REDWOOD MOTORSPORTS
1725 Tomlinson Street
Eureka, CA 95501
(707) 443-4065

THOR MOTORS, INC.
901 California Avenue
Wahiawa, HA 96786
(808) 621-8660

DON'S TIRE & CYCLE
357 Fourth Avenue, N.W.
Twin Falls, ID 83301
(208) 733-0818

HYLTON'S HONDA
719 North Main
Moscow, ID 83843
(208) 882-7721

CYCLE SERVICE CENTER
5120 Hill Road
Boise, ID 83703
(208) 345-3153

STEELE ELECTRIC
Box 119
Rathdrum, ID 83858
(208) 687-2011

WALKER MECH. & ENG.
1230 North Skyline Drive
Idaho Falls, ID 83401
(208) 523-0871

GILLETTE ENTERPRISES
1510 South Concord
Eugene, OR 97403
(503) 746-2242

M X PRODUCTS
Route 1, Box 352
Roseburg, OR 97470
(503) 746-2242

J & J MOTORS
3620 S.E. Powell Street
Portland, OR 97202
(503) 235-8938

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1129 Railroad Avenue
Clovis, CA 93612
(209) 299-2880

DESERT CYCLE
4132 East Speedway
Tucson, AZ 85716
(602) 327-6246

OKEY'S CYCLE SHOP
Post Offace Box 201
Oracle, AZ 85623
(602) 896-9084

KAWASAKI OF YUMA
2701 Fourth Avenue
Yuma, AZ 85364
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America teams 4th

Belgian moves over for a Dutchman running late.

Texas CN crew must have decorated these local damsels.

American J. Barker makes a sidehill course correction.

By Jack Mangus

CAMERINO, ITALY, SEPT. 15

The Czechs, as expected, took home the trophies from the 49th International Six Days Trial, but fourth place finishes by both the American Trophy and Vase Teams were outstanding performances considering the conditions present in Italy.

Headquartered in the small city of Camerino, the 1.000-plus mile test of men, machines and politics ran through incredibly scenic, mountainous terrain. Riders' opinions of the course ranged from Tom Penton's "the most difficult ISDT I have ridden," to Dave Eames' "not as difficult as Massachusetts."

While riders' opinions of the course's degree of difficulty may have varied, the opinion of the organization was unanimous – pro-Italian. Larry Meyers, Manager of the Penton Trophy Team, and Jack Lehto, Manager of the Husqvarna Vase Team, were pleased with their team's performances under what John Penton described as "black and white conditions."

The trial may have been pro-Italian, but the Czech team proved their superiority over representatives of 17 other nations.

Three hundred riders started the six days and they faced constant schedule juggling. Even the initial stage was run under a "B" schedule although the course at that part was not difficult. Arrivals at checks ran early, and only a few riders retired on the first day.

Day two brought about the first serious injury as a West German trophy team member suffered a broken wrist. The West German team withdrew from the trial on the following day in protest of the hospital treatment of their rider. In the words of one unidentified Italian, "in an Italian hospital you either die or survive."

American riders who retired during the trials were: Rod Bush on day four, John Sitton on day one, Don Cutler on day five, Charlie Vincent on day four, Don Stover on day three, Mark Adent on day four, T. Shaw on day four and Ben Bower on day one.

Gold medals were won by Trophy Team members Tom Penton, Jack Penton and Carl Cranke; Vase team members Dick Burleson and Malcolm Smith and Can-Am mounted Bill Uhl. Taking silver medals back to the U.S. were Trophy Team members Joe Barker and Paul Danik, Vase Team members Dave Eames and Ed Schmidt, Penton mounted Eric Jensen and Husky mounted Ron Bohn.

Americans awarded bronze medals were Trophy Team members Dane Leimbach, Penton mounted Dan Young, Bob Ismalof and Ron Lamastus, Puch's Doug Wilford, Ossa mounted Dave Latham and Husky mounted Ken Maahs.

Doug Wilford mounts some new rear rubber in a hurry.

Jack Penton takes time out for a fun-food snack.

Billy Uhl (C-A) found it easy to stay on Gold standard.

in 49th ISDT

North Italian street scene.

Repairs have to be done during time snatched from enduro schedule. Motto of 6-Days is "hurry every chance you get."

Italian cheerleaders performed in opening ceremonies. "Mama mia, thats-a some spicy meatball!"

No report, especially a hurried dispatch from Europe, can tell each and every story of the six days competition. The Italian ISDT, as does every ISDT, belongs to each and every rider, each and every support team member and to each and every motorcyclist. That so few attend the annual event is, in the words of Husky's Jack Lehto, "a disappointment to those who work so hard to represent their nation." That the American contingent was as large as any nation's, including the home country's, was an encouragement to our riders. The main thing that stands in the way of our riders' success is all in the mind. A man's attitude in the six days riding is as paramount as skill. Three things make a good ISDT rider – determination, skill and experience.

Our team members certainly have the determination and skill necessary for a six days victory and we now have the experience. Our Vase team victory in '73 on our home soil proves Americans can win. The fourth place performances by both teams in '74 proves that we are consistent. 1975 should be interesting.

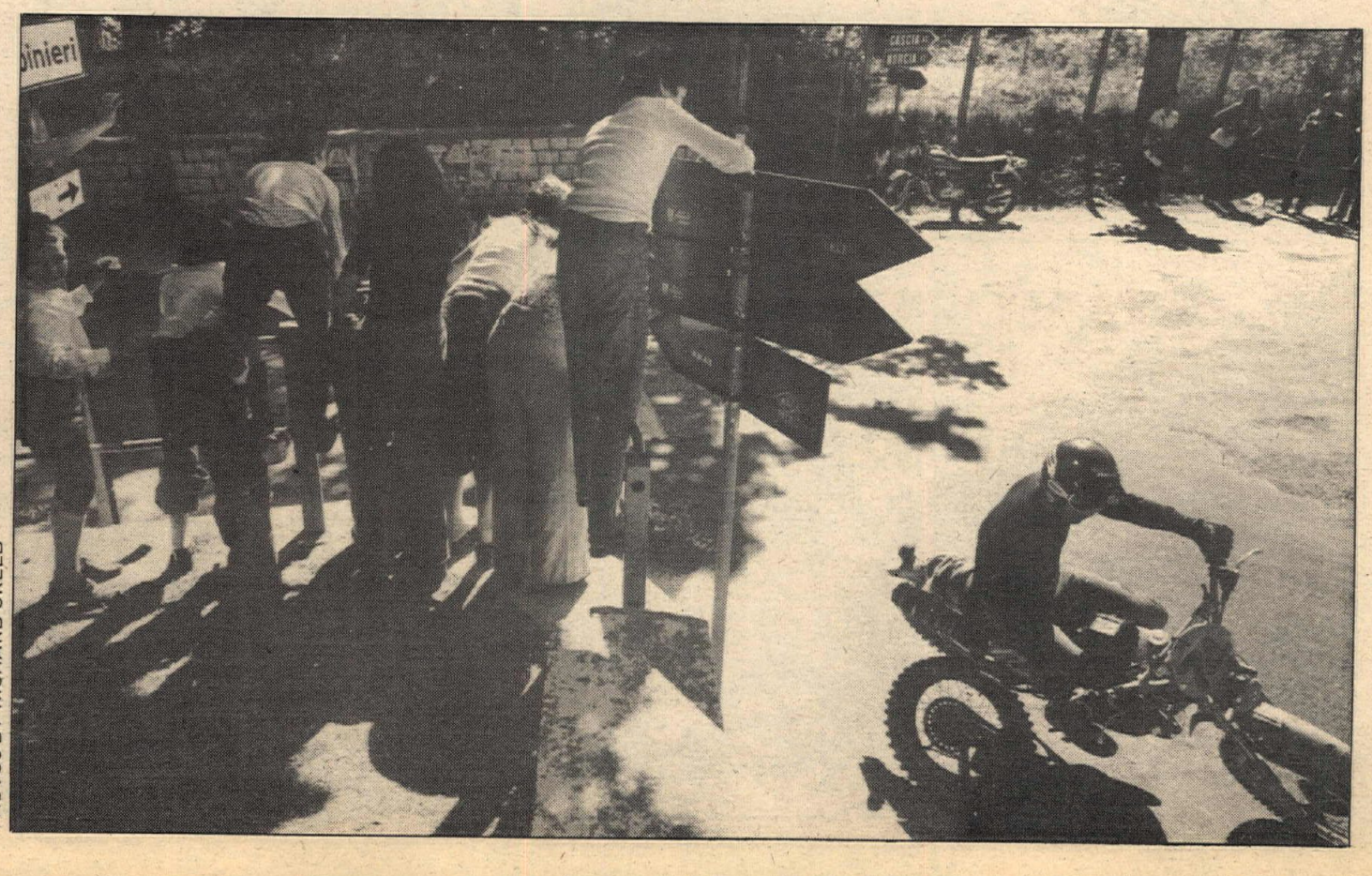
Results

TROPHY TEAMS: 1. Czech. 2. Sweden. 3. Italy. 4. U.S.A. 5. Holland.

VASE TEAMS: 1. Czech. 2. Italy A. 3. Czech A. 4. U.S.A. A. 5. Austria.

Paisanos check out the schedule.

Italian hero A. Gritti (Gilera) gets down to the nitty as peanut gallery cheers.



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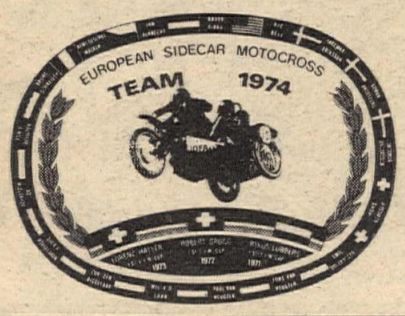

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Jeff Foland used a potent Honda 125 to devastate not only the 125 Experts, but the 250 crowd as well in a combined race.

District 37 & 38 combined MX

By Theresa Martin

CARLSBAD, CAL., SEPT. 1

In the first Open Expert moto run today on the Carlsbad International course, Lars Larsson (Pen) grabbed the lead, quickly being passed by Chip Howell (Hus). Mike Hannon (Bul) usually sweeps this class but was having his share of trouble today, crashing three times in three laps. Halfway through the twenty minute moto Hannon moved up to third. Meanwhile, Eric Jensen (Pen) moved from the back of the pack to about fourth. Howell had a big lead, but Hannon was beginning to press for second. He got it later.

In the second moto it was Larsson again taking the lead, only this time it was Mike Hannon who passed him after a brief sign language exchange. Mike, who was back on form, went on to an easy win. Larsson retired from both motos with a flat rear tire.

In the 125 and 250 Expert combined Jeff Foland on a 125 Honda beat not only the 125s, but all the 250s as well. This sixteen-year-old, ranked seventh 125 in the nation last year, was really flying and must have the fastest 125 around! The second race was a repeat of the first.

Johanna Stenerson (Hon) took the lead in the Powder Puff race with Sue Fish (Hod) in second. It was like this for about half the race and then Sue really began to close the gap. Sue was about to make her move to pass Johanna when another girl who was being lapped slid out and while getting up almost knocked Johanna down and then backed into Sue's path causing her to stall her bike. Sue had blown first gear and had to push her bike up a hill only to have it load up on her and when she finally got it started she had fallen back to about twelth place. Nancy Payne who after a fall started almost dead last moved up after lots of fast riding to take second. In the second moto Sue Fish jumped out in front and got such a lead she was never challenged, even with a broken gear box. Johanna had a bit of bad luck in this race and with three spills lost lots of ground. Cherry Stockton took second. This class continues to grow with as many as twenty two entries at some of the races.

Sue Fish thought the combined D-37 and D-38 day at Carlsbad was "pretty trick" in spite of a blown gearbox.

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Who did how? Read Results.

Little Tuffy Enduro:

Rocks, what rocks? I had my eyes closed on the downhill.

By John Huetter

RED MOUNTAIN, CAL., SEPT. 15

Over 300 motorcycle-mounted masochists massed in the middle of the Mojave desert this weekend to subject their bikes and bodies to organized pain and pounding. They were cheerfully waved off, some of the riders still smiling, in the pre-sunrise coolness at the rate of four every minute to begin 49.4 miles of some of the most concentrated torture it's possible to conjure in a hot, dry desert.

To all of you (both of you) keeping track of the continuing adventures of Team Turkey (AKA Team Lame), you will be disappointed to know that the numbers of this notorious crew were severely reduced in this URA-sponsored event advertised as "tough" in that one of said team had so severely injured himself in finishing this enduro last year that he's still limping and another . . . gone road racing. How embarrassing.

But good ol' Steve (on the latest version of his multi-thousand dollar four-stroke singles. See "The Bike that Never Was" soon over most of this same newspaper.) and Olly (on a Rokon he had first seen only 12 hours previously) – led off this doughty band of endurance riders that included luminaries such as Fred Hayes, Carl Price, and Marv Munyon on Mettco Penton/KTMs and an abbreviated Team Bultaco of Bob Steffan and Gerry Hoffer. There were also an uncommon number of observed trials riders entered on pukka trials bikes and NorCal riders. It was that kind of course.

Specifically, what kind of course it was is indicated by the fact that one of the prizes for class winners was hang glider flying lessons provided by Ron Storey of Free Flight Systems. Many riders wished they'd taken the lessons before the enduro as the use of a motorcycle was only a handicap on some (or many, depending on who was telling the story) of the sections.

The first check was just a little over the minimum three miles out from the start and to quote part of Team Turkey, "When we were two minutes late to the first check, I knew we were in trouble." They weren't in as much trouble as a lot of riders who came into the check after covering the short distance, five, 10 and 15 minutes late. This was advertised as a rough enduro so there weren't any creampuffs out there. One dude bellowed between bounces over the all too solid granite boulders, "They said tough, but not impossible."

The URA course markers injected a cruel note of irony even this early in the scheduled three and half hour run. When riders came over the rocky uphill, they were confronted by the rocky downhill, halfway down which (or a little more) was the checkpoint. To paraphrase Winnie the Pooh, "They could see the check, they could smell the check, but they couldn't quite reach the check." If you tried to go fast, you fell down. Simple as that. Some equipment was already showing signs of get-offs, lay-downs and other undesirable activities. So were some riders.

Well, this first section kind of set the mood for the rest of the run, and will the guy who "borrowed" my wrench to remove the airbox from his Husky please return it c/o this paper? Repairs four miles out? Yup. And lots of them. The remainder of the first loop was more hard stuff with the exception of a sandy, almost-a-fireroad part with continuous schedule speeds of 18 and 24 MPH over unreal terrain. Part of that unreal terrain included a tight canyon right after a checkpoint that developed into a monster bottleneck. Whether or not the bottleneck was necessary will be, and has been, debated loud and long. Early numbers made it through, late numbers didn't, and, at one point, it looked like a hundred or more riders milling around, screaming engines, and churning up dust. There's a strong possibility the succeeding checkpoints will be thrown out to compensate for the 30-40 minutes that a lot of riders lost in this canyon.

In the midst of all this go-faster mayhem, those tricky URA devils threw in a 12 MPH section and, sure enough, it had a check in it and, equally sure enough, it caught a lot of riders not trapped in the canyon – early. Another irony, being early on a loop that most riders were thankful to finish. There's no justice on the Little Tuffy, or so it would seem. Just when everybody thought the first loop was over and most knew that the pits were just a mile or less away, the course hit a check and shortly after popped over a hill which overlooked the pits. But this downhill was the kind you look at and turn away from in normal riding conditions. There were big rocks at the top, little rocks and loose silt in the middle, and big rocks at the bottom. Some of the lines were incredible until you observed riders taking them – out of skill or desperation or loss of control. Yes, there was a switchback about two-thirds of the way down, with a cliff on the far side.

Now comes the time when most enduro stories talk about the uphills on the course. Maybe we'll make this story a little cheerier and not talk about the uphills. Believe me, they were there. Any kind of uphill you want just so it fits the general category of steep and difficult.

The second loop offered more of the same terrain under different names climaxed by a downhill before the last checkpoint about six miles out from the finish. The sign at the top said "Hang glider launching point 50 ft." Some guys rode up the edge and looked over and sat there for a long while. Some guys barreled right on over, motocross style, and took the downhill in about three long leaps. Some guys bulldogged recalcitrant motorcycles through the calf-deep scree into the checkpoint. Some riders came wailing down the hill looking completely out of control, scattering checkpoint crew to the four compass points as they took out bushes and ribbon. Some guys may still be up there. (Course sweep wasn't complete when we hit the road.) Oh, yeah. This was also the tie-breaker check. Why did they need a tie-breaker check? Well, it's traditional in enduros and there were an awful lot of good riders out there, so what the . . . ?

Survival rate was not high. Out of nearly 350 who started, it looked like maybe less than half that many finished within the one hour cut-off time. One dust-covered rider palmed his finisher pin on a plaque and said to nobody in particular, "I deserve this."

Tough, yes. According to surviving Team Bultaco member Gerry Hoffer, "This was no candy run," but there were gratifyingly few injuries. The worst reported was a broken foot suffered on the first loop. We did notice one or two rocks out there, some of which seemed very solid.

But in making a short, tough enduro course in the Mojave desert there is little choice but to have lots of rocky, or silty, uphills combined with lots of rocky or silty downhills, with maybe rocky canyons connecting them. The URA seemed to have found all the ones they could squeeze into 50 miles. There were no water crossings.

Loop two captain Larry Langley of the URA had predicted before the event that a score of around five points lost would win it overall. He, and a lot of other pundits, were surprised when once again some incredibly lucky, reasonably skilled person who knew how to keep time and take chances won the 1974 Little Tuffy Enduro with only one point lost. Jim Keast did it.

There were a number of riders who came in with the five and six point scores but complete results by class will have to wait til next week and the determination of which checks count as valid. In addition to the post-bottleneck checkpoints, there was one protest over the timing at another check, still unresolved as of deadline. In general, however, those who were actually able to pay attention to such details felt that the times and distances were reasonably accurate for such convoluted terrain. Didn't hear any complaints about course marking, either. There appeared to be several sacksful of pink ribbon and URA arrows winding through the desert.

Epilogue with names and numbers as soon as we get the facts. •

Winner Jim Keast (17B) leaves a check as two other masochists start down one of the many hills.

If you were still on time a few miles past the start, it was easy to smile.

Later on in the enduro, though, things got a little tougher. Repairs four miles from the start? You bet.

Downhills with rocks and fast averages demand skill, luck and determination. Here part of the Mettco Penton team demonstrates.

PHOTOS BY JOHN HUETTER

Early repairs led to late arrivals. The numbers on these two bikes tell some kind of story . . .

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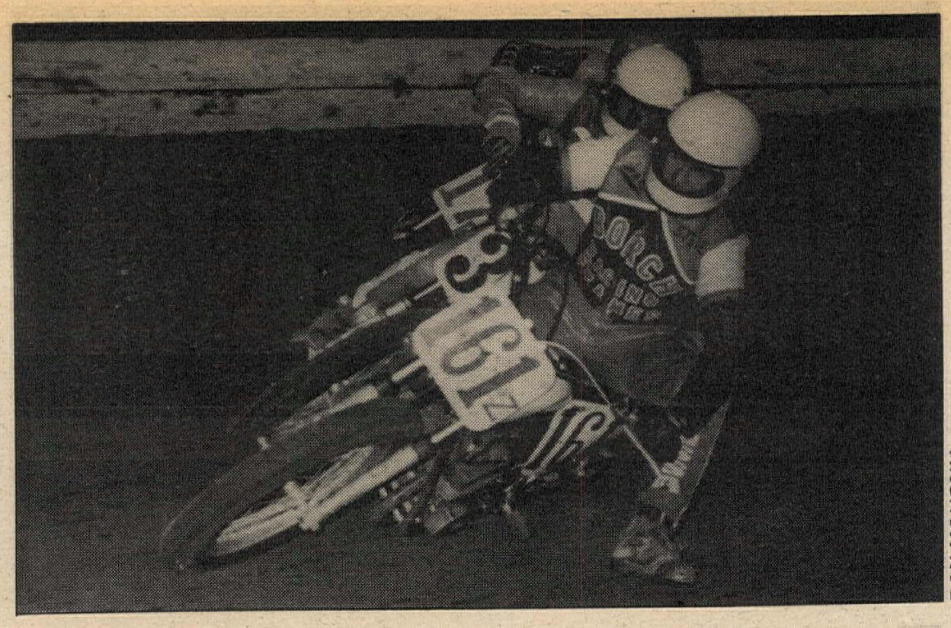


DAN MAHONY

Line 'em up (but don't knock 'em down) Novice Steve Eklund tucks under Expert Pat McCaul and another Novice at Ascot combined short track.

Eklund, McWhorter lead Ascot short track Novice take-over

By Bob F. Read

GARDENA, CAL., SEPT. 13

Only three Experts, Jimmy Odom, Rob Morrison and Pat McCaul turned out to score wins in the final short track elimination races,

but could not repeat in the 15-lap final.

Odom, a former National short track winner at Houston, showed up as a last minute entry on a borrowed machine and won his heat race. Morrison also won his heat and McCaul took one of the three semi final wins.

But the night belonged to Novice Dan McWhorter. The Riverside rider set a new track record in time trials and then went on to win the fastest heat race of the night, coming from a distant third place in grabbing the eventual win.

Novice Steve Eklund was also trying to break into the circle after his recent winning trip back to the East and Midwest. Steve was the third fastest qualifier, also won his heat, and like McWhorter won his semi to get into the front row for the final.

In the first meeting between the two, the Trophy Dash, it was McWhorter winning and Eklund riding second. Junior Randy Roderick took third. No Experts had qualified for the Dash in time trials.

The final had to be stopped when Junior Mike Clarke took another of his many famous flying crashes: End-over-end in the first turn on the first lap. Mike was allowed back in for the restart with the machine ready to go under the eight-minute ruling.

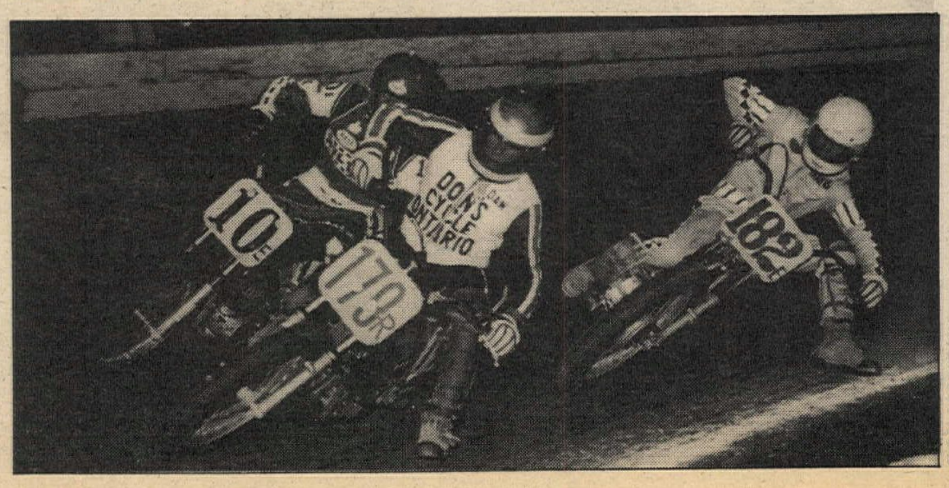
Eklund was off to a perfect start on the second attempt, with McWhorter coming off the line slower and in traffic. By lap five the two were wheel to wheel. Then on the 11th lap McWhorter fell and it was Eklund winning his first race against the more seasoned riders in the higher classes.

Pat McCaul got by Novice Brian Garcia on the last lap for second with Novice John Clark turning in his best night, running fourth after some impressive rides in the heat and semi.

The final short track of the year was marred by the fatal crash of high point half-mile Novice, Elbert Turner. Elbert had earlier clocked the second fastest time trial. On the first lap of his heat race he came onto the front straightaway in the lead but got into a high speed "tank-slapping" wobble that pitched him off.

Some witnesses say he hit the wall, others stated after the race that he made contact with the machine. He was quickly taken to Gardena Hospital where his injuries proved to be fatal. The reports listed the cause of death due to head injuries. Services were to be conducted Tuesday evening in Buena Park. The 17-year-old rider will be buried in his native Oklahoma. ●

Dan McWhorter (179) dives past Rob Mossison (10E) on his way to a duel with Eklund for the lead in the final. Duel was cut short when Dan got off.



DAN MAHONY

LANE CAMPBELL

Gonna' get married, hee, hee . . . Tom and fiancee Kathy Hunter spread contagious good humor in the paddock.

Tom Berry:

All kidding aside . . .

By Lane Campbell

Chunky, irrepressable, often flamboyant, Tom Berry is living proof that a serious racer can still have fun at his profession. That Tom is serious, there's no doubt. Unsponsored, ("Wish I was.") Tom's racing is bankrolled by Berry Racing Enterprises, a job-order machine shop which he works with Dan Murrell, his business partner and head tuner. Most recently, he finished second Junior to Skip Aksland in the Ascot summer standings.

Of all the Ascot Juniors, he's considered by many to be the best racer, with the emphasis always on the word "racer." He's never afraid to get in close, and he goes after every position he can pick up in any heat. If Tom finishes further down the order than he feels he could have, he'll come into the pits boiling mad at himself, ready to pinpoint exactly where he made a mistake.

Yet the black mood can't last long, for off the track, Tom Berry's natural good humor is impossible to keep suppressed. Once last year he put a hassock on the seat of his race bike, got on top of it, bent over, grabbed the bars, and rode it around the track. Why? In a word, why not? During intermission, he saunters over to the wall, shakes hands, signs programs, chews the fat with fans and friends. If he's not actively concerned with mechanical condition of his Yamaha, (which is seldom, a tribute to Dan Murrell's easygoing thouroughness) he can usually be found in the infield visiting, psyching the opposition, or clowning with his large and happy-go-lucky pit crew.

Next year could a big year for Tom, if for no other reason than he's getting married to fiancee Kathy Hunter January 16. He'll be an Expert in dirt track in 1975, but has the whole route to go yet in road racing. "I want a road racer. I went to Daytona this year, rode a 250 Yamaha air cooled. It was fun."

Will he keep his 750 Yamaha? "I'll use it, plus we're going to build a couple more. May try to get a Harley . . ." (then aside, with a dig in the ribs to Murrell) "Harley'll do more for you than Yamaha . . .

Kidding aside, Tom Berry seldom does what you'd expect of the average racer. When he learned that a *Cycle News* reporter was doing a profile on him, he suggested, "Why don't you get the top ten Ascot riders and do a page on them together?" That's different.

With his two-shade brown leathers cut to look like a coat and tie, and his silk scarf streaming in the wind, he shouldn't be hard to spot next year when he gets an Expert number. Look for him. ●

C'mon, Tom, be serious a minute. Berry: Quick, take the picture. I can't hold it much longer.

LANE CAMPBELL

Berry the racer's racer, using a 350 Honda to put it to a combined field at the Lancaster Short Track, last month.

DAN MAHONY

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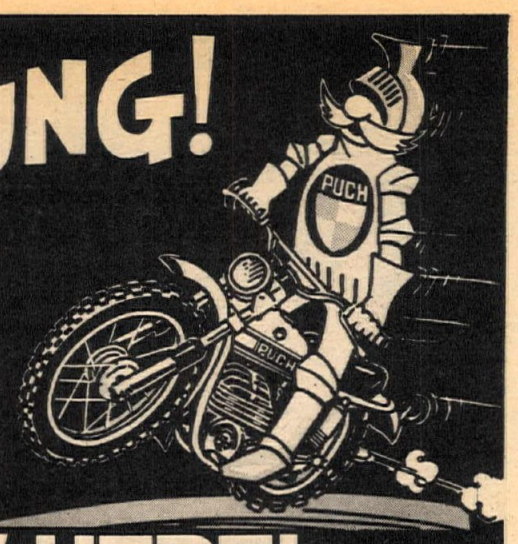

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PHOTOS BY DENNIS GREENE

Sometimes it got hot and heavy between Rick Woods (leading Dan Becker) and other riders. "Hey, Dan. Check the tootsie in the third row!"

California State Speedway Championship at Bakersfield. Steve Bast: "I won." Bill Cody: "I was second." Larry Shaw: "Bundolo! Kill!"

SPEEDWAY WEEK

By Dennis Greene

Ventura, California
Tuesday, September 10, 1974

With a ground fog that cut visibility to zero, a full house of race fans saw Mike Curoso take over the lead of the Scratch Main event

Tuesday night for his first win of the season. Curoso held Dan Becker at bay while Sonny Nutter and Steve Bast did battle for third.

Last Tuesday night was the second week of "radio celebrity's racing." The staff of KACY was on hand for a half-time bicycle race and had a ball. The KACY crew and last week's DJ bicycle racers will have a runoff this week.

Bill Meister won his fourth Handicap Main event of the year just ahead of Steve Bast and Dan Becker. There are only two weeks of speedway racing left at the Ventura Fairgrounds in the 1974 season. This Tuesday night will be the qualifying round with 16 riders working for a spot in the National Championships set for Costa Mesa.

The final night for Ventura will be the 24th of September when the track champion will be named.

Bakersfield, California
Wednesday, September 11, 1974

Steve Bast has regained the title of California State Champion for the fourth time in the past seven years. In 1969 Sonny Nutter won the title the first time it was put up, then for the next four years Steve Bast was invincible. Last year Steve's younger brother Mike took the title, but this year the crown is back where it belongs — on the head of the Champion of California Speedway Steve Bast.

Steve was in fine form all night and ran away with four of his five races, his only challenge all night came from the man who ended up second for the night, Bill Cody. Jeff Sexton, Larry Shaw and Cody were in a three-way tie at the end of the 20-event show with 11 points each. A final runoff between the three went to Cody, giving him the second spot. Shaw took third for the night with fourth going to Sexton. Steve Bast got a perfect score of 15 points, the $500 bonus and a well-deserved title.

A nice sidelight occured when Steve Bast donated his number one leathers to the John Fishburn Memorial drawing.

Irwindale, California
September 12, 1974

Just a week ago Irwindale played to the largest crowd ever to see a Speedway qualifying round at the Irwindale track. With only seven weeks remaining on the '74 racing calendar, the crowds are bigger than ever.

Scratch racing is what it's all about and Bill Cody took the Scratch Main over Rick Woods, Larry Shaw, and Dan Becker, any of whom who could be the big winner this November.

In the Handicap part of the show Dubb Ferrell was the one. Dubb had not had a good week since his crash at Bakersfield several weeks ago. Dubb is also a rider to be reckoned with come National night.

The fans at Irwindale have really gotten behind the John Fishburn Memorial. Donations are really piling up: Infield Ambulance put up a cash donation which was instantly matched by the infield marshalls and flagmen. It was also announced that Mike Curoso put up half his winnings from the California State Championship.

Costa Mesa, California
September 13, 1974

Friday the 13th was a jinx for Rick Woods; he missed getting into the Scratch Main after tangling with Steve Nutter. Rick has been making contact with different riders regularly since his return late in the season, but up to now he always came out on top. Rick and Steve had words in the pits and that was far as it went. Then, in the Handicap Main, Rick and Mike Muntean collided and again Woods went down.

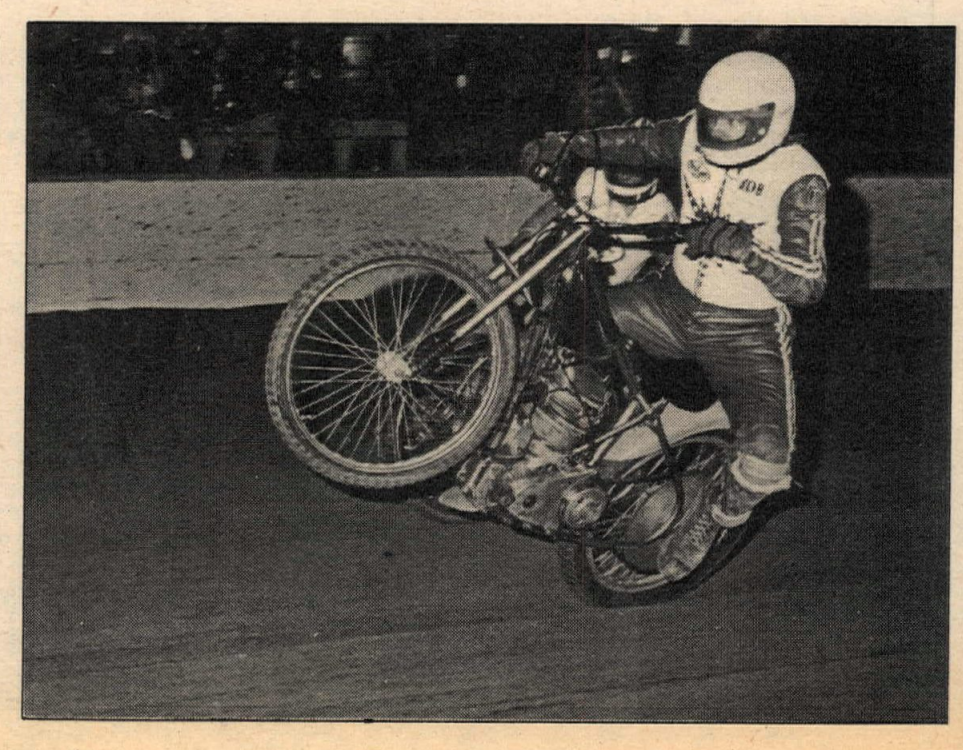
Tempers are short with the season drawing to a close and many of the riders who have been knocked around all year are knocking back. Even Dan Becker with his far-out, plunge-through style got off. Again it was Dubb Ferrell topping the Handicap Main event for the second time this week.

Sonny Nutter put it together and showed everyone that he is ready for the Nationals with his fine ride in the Scratch Main event.

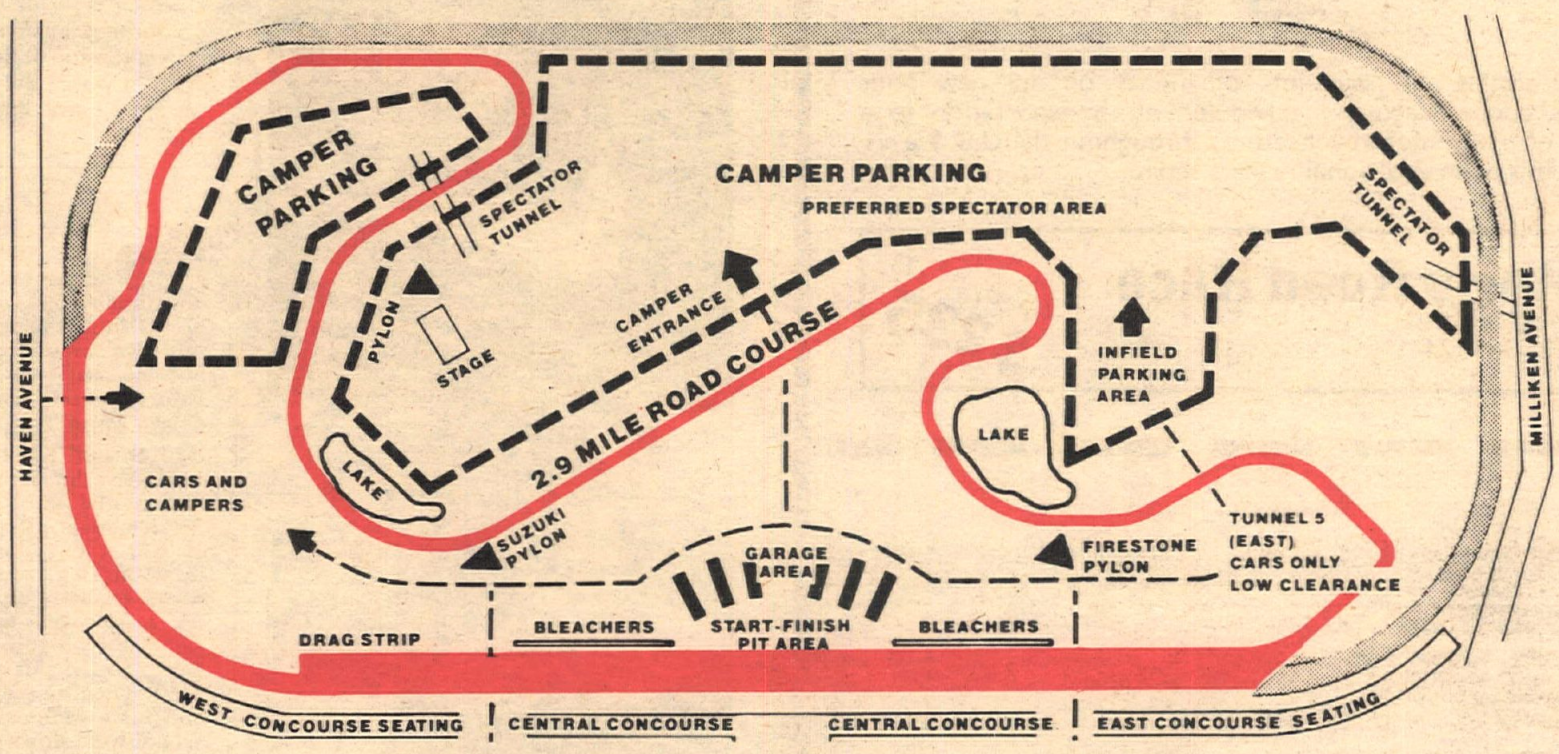
The Jack Rabbits Motorcycle Club, official flag men at Costa Mesa, put up the entire club's paycheck for the John Fishburn Memorial. •

Results in the Results Section.

Bob Heterick goes after the Speedway Unicycle Award at Irwindale.



The Champion Spark Plug Motorcycle Classic at Ontario Oct. 4, 5, 6



THE RACE

THE CHAMPION SPARK PLUG MOTORCYCLE CLASSIC. Two gruelling 100-mile races back to back, with only a brief 45-minute interval in between for riders to get their breath and for mechanics to prepare their motorcycles for the second race.

THE TRACK

Ontario Motor Speedway. For the first time, the West's richest motorcycle road race, with over $50,000 total purse at stake, will be run counter-clockwise on a new 2.9 mile road race track at the famous Ontario Motor Speedway.

In an effort to make the close exciting action more visible to the spectators, access to the infield turns will be increased as much as possible to accommodate the more ardent fans who don't want to sit in a grandstand.

For the first time at this race, infield camper parking will be permitted on Saturday night, allowing people to get a much closer look at Sunday's action. Some of the more interesting places are in the camping areas which are marked on the diagram. The infield is very accessible by means of the tunnels around the track, and it is possible, during the course of the race, to watch from several different locations which are easily and quickly accessible by vehicle. For spectators who wish to sit in the grandstands, the same General Admission ticket is still good, except in the Victory Circle grandstand.

THE ENTRY

Your first chance on the West Coast to see 13-time World Champion, **GIACOMO AGOSTINI** of Italy on the European Team Yamaha, battling wheel-to-wheel with American Champion, **KENNY ROBERTS.** Don't miss the third meeting between these two great riders. The score so far after Daytona, Florida and Imola, Italy, is 2-0 to Agostini, and you can be sure that Roberts will be out to make this 2-1. Agostini will be joined by teammate **"TEPPI" LANSIVUORI** of Finland on the Dutch based factory Yamahas. **BARRY SHEENE, PAUL SMART** and **CLIFF CARR** of England will be on their factory Suzukis. **YVON DuHAMEL,** Canada, on his factory Kawasaki, plus **JOHN BOOTE** of New Zealand on the Team Levi Yamaha, and **DALE WYLIE** of New Zealand will join his countrymen along with **WARREN WILLING** and **TREVOR WOOD** of Australia. The best American riders will be on hand also, attempting to win part of the big purse.

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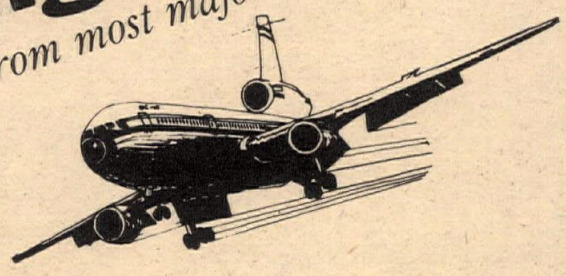

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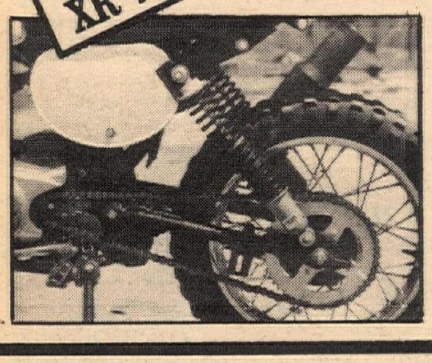

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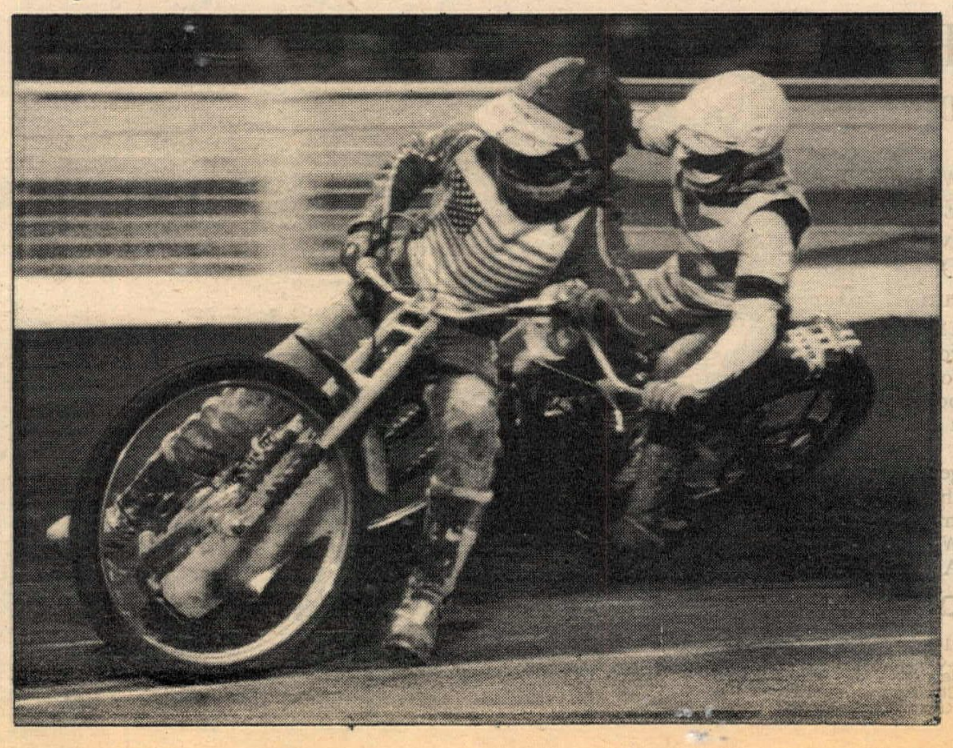
New World Speedway Champ:

The new World Champion of Speedway Anders Michanek took the title with five perfect rides. "I had not really thought this would be my year," said he. His name will soon be engraved in that winged wheel he's holding.

Scott Autrey working hard to salvage a third at Wembley qualifier August 31. Falling off and machine woes stalled his drive to make the World Finals.



Anders Michanek's perfect score

GOTHENBERG, SWEDEN, SEPT. 6

Anders Michanek led a Swedish rout of the World Speedway Finals with a perfect score of 15 as track records fell like dominoes heat by heat. The Ullevi Stadium track had dried well after a two-day soaking, developing a powdery surface layer.

Christer Lofqvist of Sweden led off by simultaneously demolishing former champion Ivan Mauger and the track record at 74.7 seconds in the first heat. Tommy Johansson pegged the record at 74.5 in the following heat, and in the third, overall winner Michanek bumped it a full second to 73.5 after diving under reigning champion Ole Olsen early in the race.

Olsen, winner of the Fredericia qualifier, crashed heavily in the fifth heat, driving his leg into the wall while the heat was allowed to finish in complete confusion. Medics diagnosed a chipped shin and Olsen was out for the night.

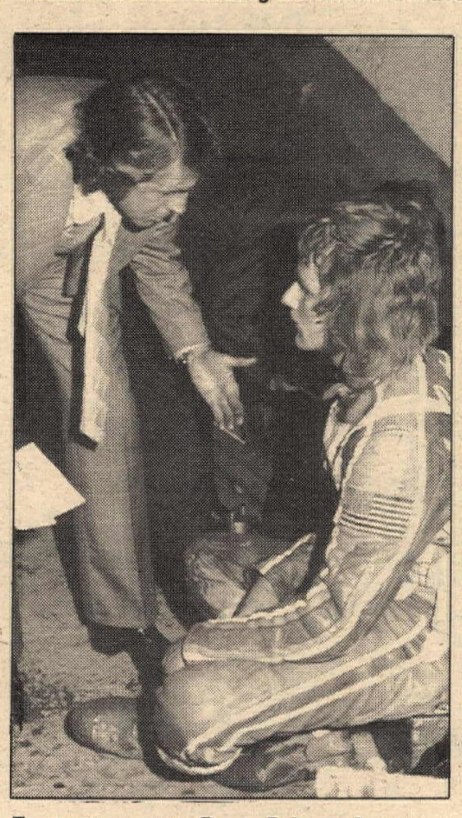
Michanek went on to break the track record two more times (leaving it at 72.8 seconds), winning all five of his heats for maximum points. Ivan Mauger did not get a win until the ninth heat and then went into a runoff match race with Soren Sjosten tied (for second overall at 11 points each). Mauger gated first, grabbed the inner line and never let it go to take the tie breaker. ●

Results

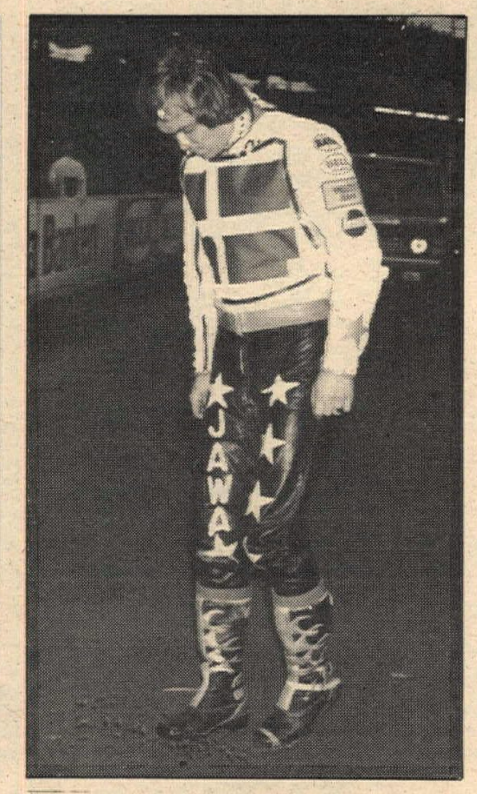
1. Anders Michanek (Swe) 15; 2. Ivan Mauger (NZ) 11; 3. Soren Sjosten (Swe) 11; 4. John Louis (Eng) 9; 5. Bengt Jansson (Swe) 9; 6. Peter Collins (Eng) 9; 7. Tommy Johansson (Swe) 8; 8. Zenon Plech (Pol) 8; 9. Christer Lofqvist (Swe) 8; 10. Grigori Chylnovski (USSR) 6.

Hammer and Sickle. Get it, hammer and . . . aww, anyway that's Russian Michail Krasnov leading teammate Gordeev before his engine went sour.

Zenon Plech gets it up trying to gas under Bengt Jansson, and just can't hold it.



Exeter teammate Barry Briggs gives last-minute advice to a dejected Autrey late in the qualifier.



Ole Olsen inspects the track before the World Final. Check those flaming boots.

Dag Lovaas (Norway) gets the line and keeps it from Englishmen Collins and Betts. Krasnov, dragging the outside cushion, is about to cook his engine for good.

PHOTOS BY MIKE PATRICK

Wembley Semi-Final: Peter Collins stars on damp track

WEMBLEY, ENG., AUG. 31

Englishman Peter Collins held off Ivan Mauger and champion Ole Olsen, beating them both in a runoff after the three had tied at 13 points. After his win, Collins commented, "I just wanted to qualify for the world final . . . then I got a few points and thought I might as well have a go for the title."

American Scott Autrey, unable to get dialed to the wet track, gained only three points after tossing a chain and crashing once. The cut to make the World Final at Gotheberg was six. Autrey didn't make it. ●

Qualifiers

Collins, England (13); Olsen, Denmark (13); Mauger, N.Z. (13); Gordeev, USSR (11); Louis, England (10); Plech, Poland (10); Jessup, England (8), Lovaas, Norway (7); Chylnovsky, USSR (7); Betts, England (6); Krasnov, USSR (6).

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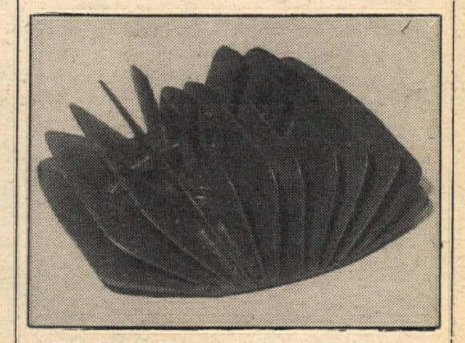

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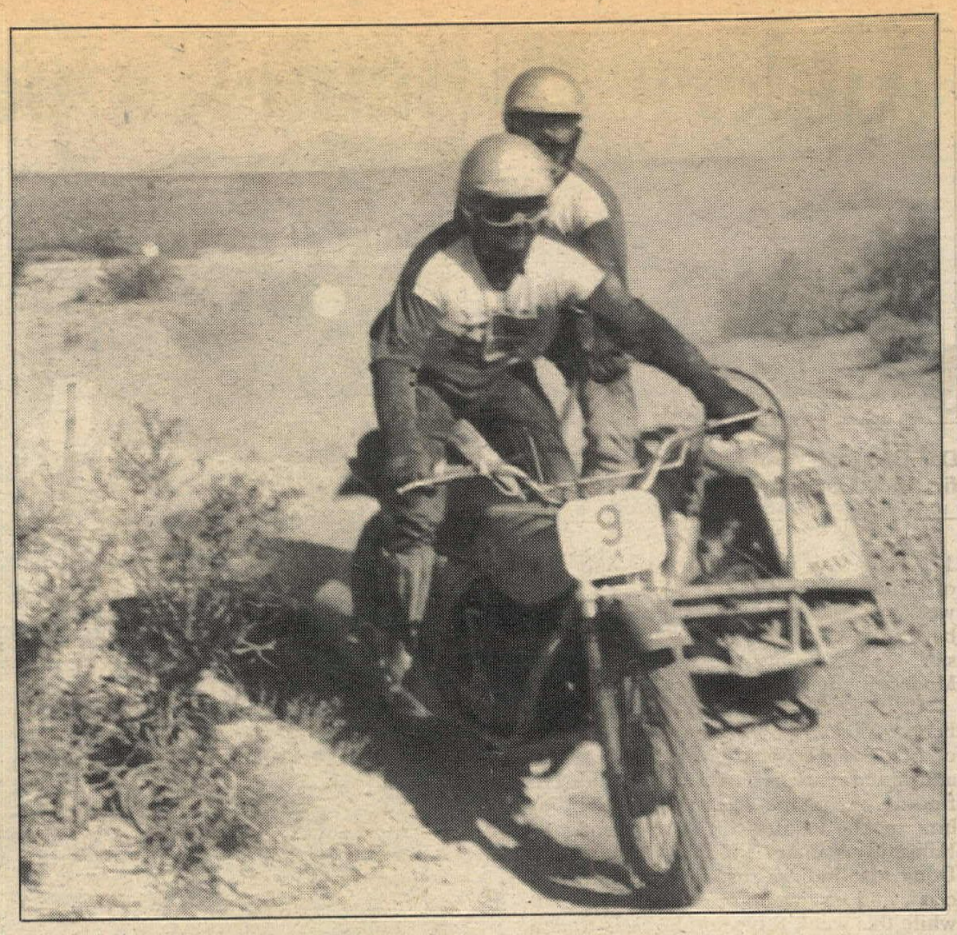

Hey, these guys are cheating. They've sprouted an extra wheel. Or have they lost one?

Prospectors D-37 Hare & Hound:

Hey, Ma, this bunny didn't run in circles!

By Jim Stewart

LUCERNE, CAL., SEPT. 15

Not the usual Hare and Hound or point-to-point race, the Prospectors MC used a little of both types of desert events to put on one of the best Hare and Hounds this year. First, riders made a 40-mile loop through Lucerne, gassed up, then headed for the finish line that was another 40 miles away in Stoddard Wells. Being a Hare and Hound, there was a bike-riding rabbit at the start and finish. Overall winner Mitch Mayes snatched the rabbit's (alias Allen Lund) tail after getting the checkered flag.

Shortly after nine, Mitch Mayes and Kevin Hasten were in close battle going past the bomb. Following, and locked in their own battle, were Tom Brooks on a borrowed Bul and Jack Johnson, a pie-plater on the monoshock Yamaha from Nevada. Past the bomb, Mayes started pulling away from Hasten, when Kevin started riding very erratically, staying up with Mitch for awhile, but hitting every pucker bush and hole while riding in Mayes' blinding dust.

Mayes finished with more than a three-minute lead, finding the Baja gearing on his Husky suitable to the fast last 20 or so miles. Hasten held the second overall position, aboard his CMC sponsored CZ. Jack Johnson, finding his monoshock Yamaha favorable to the desert, came back to finish first 250 Expert at third overall.

But since Johnson was entered as a pie plater, he will not receive the points for his win. Instead the first will go to Cordis Brooks, who finished behind Jack at fourth overall. This is Cordis' fourth straight 250 class win, making his chances for a number one look a lot better after being out for awhile with a broken shoulder.

Consistent A.C. Bakken rode in for fifth overall, third open Expert. Following in A.C.'s dust was Benny Padilla, who picked up the second spot in the 250 Expert class. Benny gave up riding his Gringo, after not being able to keep it together long enough to finish. Now he is back on a Yamaha, the same brand that carried him to his number six in the 250 class last year. The next two 250 Experts to finish are also always listed with the top 250 Experts in past results because of their high finishes. Jeff Kirk and Charles Gates were third and fourth 250 Experts, at seventh and ninth overall.

Sandwiched between Kirk and Gates was the first Amateur Dan Dawson on a 250 Yamaha. Second Amateur and also the same in the 250 class was Robert Wadlow, who was tearing up the Novices a few months back. Meanwhile Ed Rodine finished third 250 Amateur, picking up another transfer toward his red sticker. It won't be long until he becomes Expert.

Not having a bike of his own, Tom Brooks borrowed a Bul and went fast to 10th overall, fifth 250 Expert. Sponsors must be few and far between, like the checks this weekend, as Tom last year was blowing everyone off on a 125 DKW. Following the older of the Brooks brothers was Birdie and his Bul for sixth in the same class.

Dean Modesset and Andy Kirker have one main thing in common, both are after the number one plate in the

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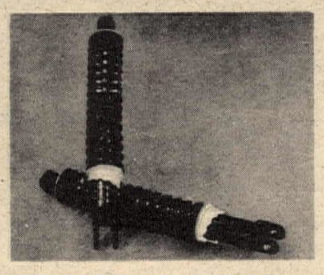

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Dan Dawson (Yam) hung on for first Amateur bunny chaser.

Bunny Al Lund was the object of the chase. Bunny Al? Is that anything to do with women's lib?

175 class. But they both know only one of them can be number one. This weekend was a good example of their battle for the plate, as they were side by side WFO coming into the finish, with Modesset edging Kirker out.

Charles Hammill and his super-fast Penton picked up yet another in a string of first Trail Experts, while Terry Raye and his Monark is getting pretty used to finding the name Hammill in front of him in the results, finishing second to Hammill as many times as he has won. Doug Martin just turned Expert in this class, and last week picked up a second, while this week Raye and himself traded positions from last week to take third.

J.B. Wise took the class win in the 400 Amateur class, ahead of Douglas Churchill, while Danny Williams did the same to Bob Terrazas in the 175 Amateur class.

J. Stankavich of the Sand Sailors, hung on to his 250 Suzuki and twisted his throttle harder for first overall Novice. W. Roth took second while G. Evans outrode and out-lasted the rest of the 175 Novices for a first in this class.

In the Trail Novice class, Greg Hatzenbuhler of the Spoke Benders, and Gary Williams of the Desert MC had quite a battle. Williams had the lead, until his pipe fell off and he got a flat, and that is when Hatzenbuhler took over the lead. Williams still got in for second and said, as did most riders, "it was a great race!"

You may wonder if there is any secret to desert racing besides riding WFO. Mitch Mayes says it is his new gloves, while Kevin Hasten said it is the fact that he is getting married to Sue Phillips on February the first. The gloves I can see, but I don't quite understand Hasten's technique. ●

Results in Results Section.

Second overall Kevin Hasten (CZ 400) plays hang glider in the desert.

Mitch Mayes survived Husqvarna factory MX training in Sweden, spectating horrendously dangerous GPs, and returned to California to win overall.

PHOTOS BY CAROLYN LAUDIG

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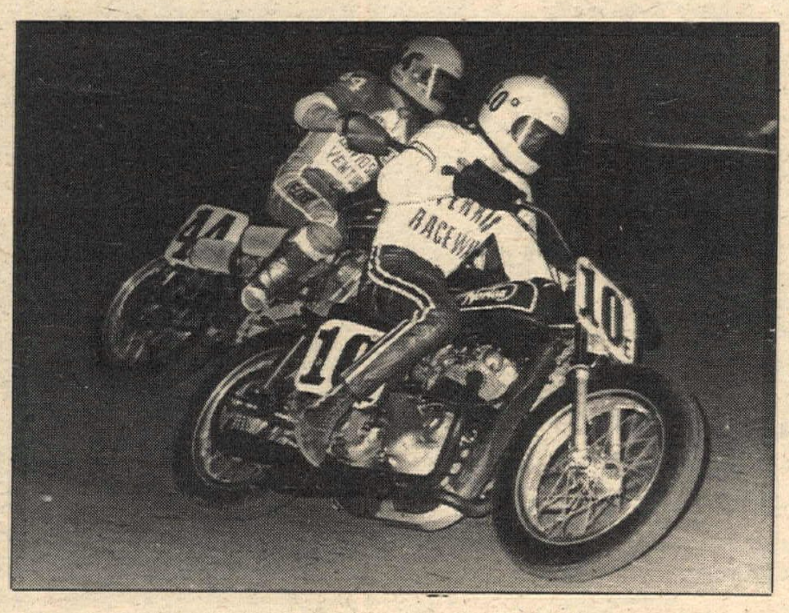

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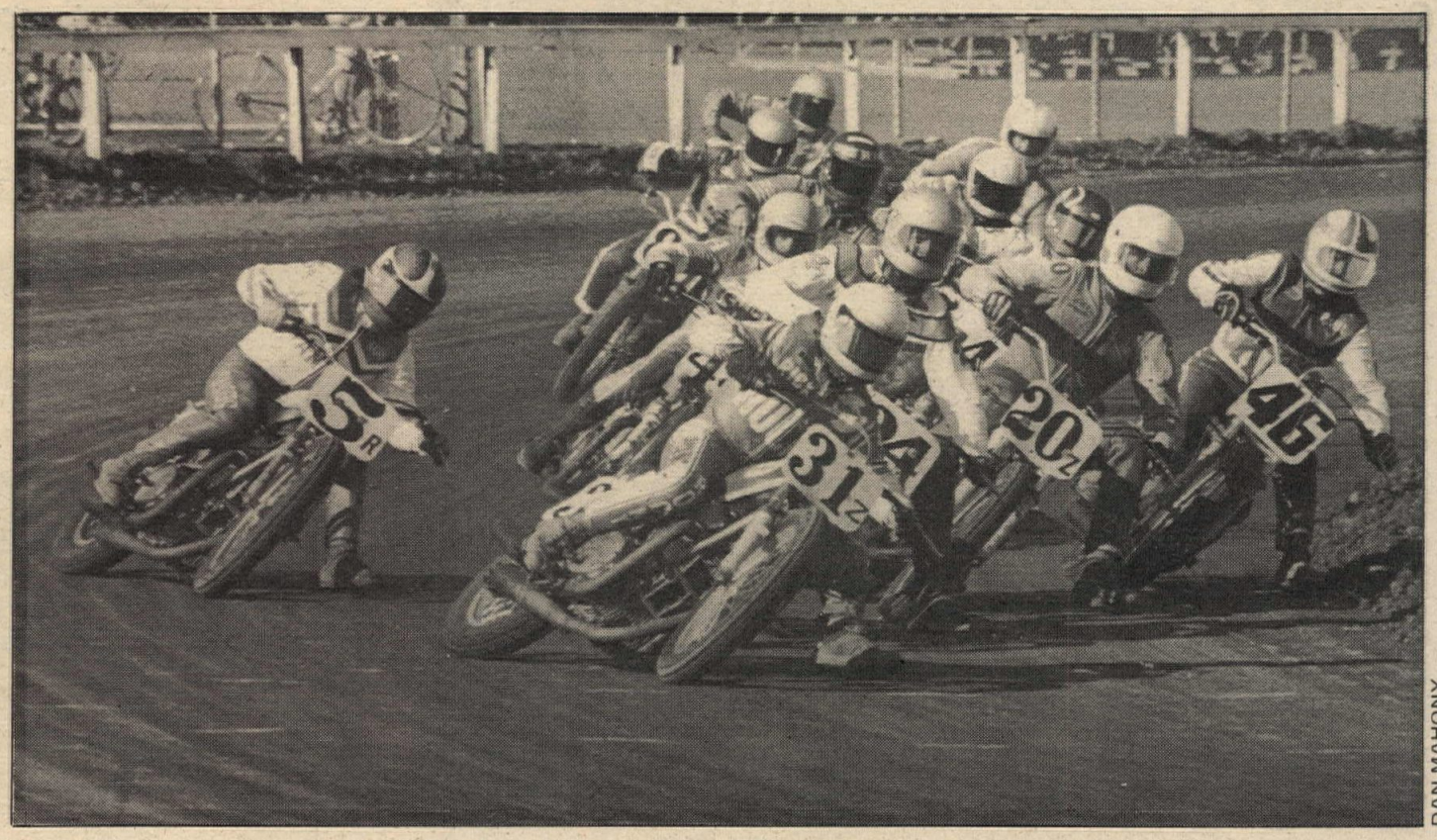


DAN MAHONY

No, Ma, it's not the Green Bay Packers. Hustling scrimmage of "vacationing" AMA Experts hits the first turn with Rick Hocking at point.

Hocking tops Rice

By W.H. Spencer

SAN JOSE, CAL., SEPT. 2

Rick Hocking turned out to be the toughest Expert in today's annual Labor Day pro races with Alex Jorgensen breezing to the Junior Final win and Scott Pearson upsetting the Novice applecart with some controversial starts and a win in the Novice eight lapper.

A morning overcast kept the famed Harold Murrell track wet in the early runs, but it was a fast afternoon as Jorgensen topped Jim Rice's fast qualifying time in the Junior final.

Rick took fast time, to no one's surprise, with Jim Jones of Washington the second fastest over Ed Wirth and Hocking. Terry Sage led the first lap of the first Expert Heat with Rice following for three laps and Tom White tagging along behind gentleman Jim. Rice took the lead on the fourth with Sage hanging on to second and White beating out Bob Sanders and Wirth. Hocking had no trouble with the second Heat.

Jorgensen had topped the Junior qualifying by nearly a half second and the first Heat turned into a battle with Art Fredenberg. The two No. 62 riders crossed the finish line in their usual order with Dennis Robinson working up to third. Matt Falconer made a rare appearance and led the second heat for three laps over Bruce Hanlon and his mighty Harley with Hanlon taking the last three in fine sideways style.

The eight lap Novice Main was brought back to the start line after rookie starter Mike VanLienden decided that Pearson had dropped the hammer just a little too soon and just a little to far behind the start line. Pearson had been practicing this at the Wednesday night series at Fremont and had been caught once with the same result, a red flag and a restart. Just like the Fremont episode, he came right back to the front row and promptly dropped the hammer about two feet behind the line instead of three. He was the first man into the first turn again but not quite so far in the lead. Moural held second for the first lap but dropped off the pace by getting off the groove. Pat Guthrie moved up to second with Eklund sandwiching in between, just in front of Chuck Miller.

Pearson still had a healthy lead after four laps but Eklund had gotten into third. Guthrie and Miller kept derbying to keep the slim crowd enthralled. Pearson won by about two bike lengths and some verbal protesting immediately followed. Some people, including Eklund's sponsors, thought that Pearson should have been relegated to the back row, but referee Walt Masterson seemed to have it settled by the end of the payoff.

Alex Jorgensen literally ran off with the Junior Main winning with a four and a half second margin of victory and in half-mile terminology, that is about a straight away. Jorgy has some very natural racing moves and managed to turn a faster lap in the middle of the Main than Rice's qualifying time.

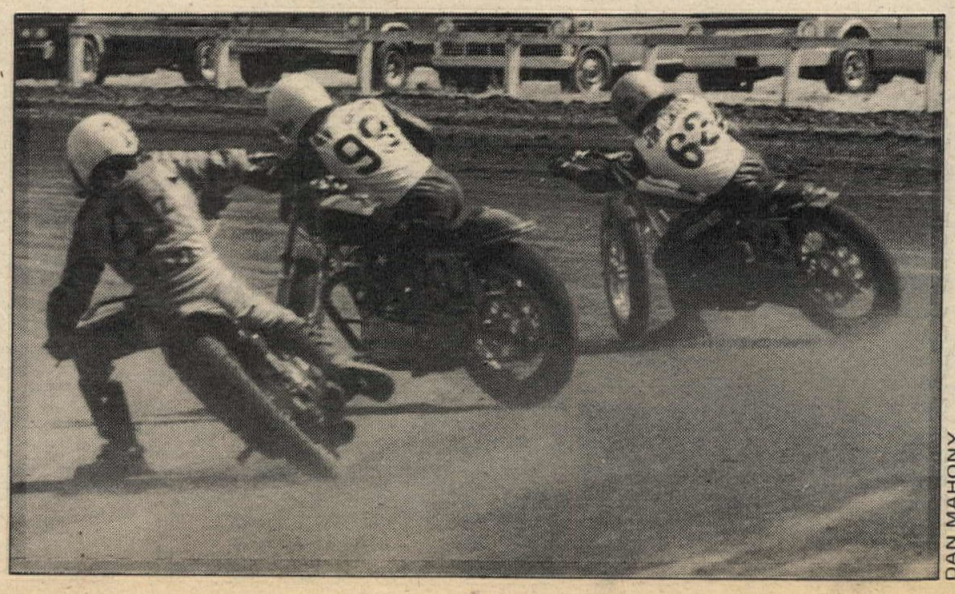
The 15 lap Expert Main was merely a choice between Hocking and Rice with Jim having taken the deed to the track some years back, most thought he would win and even though Hocking took the lead at the onset it was forgeone that Rice would merely wait for the proper moment, take the lead and win.

Hocking had something to say about all this and he was hot. Each lap the two would pull just a little farther away from the pack that had Jim Jones leading Pat McCaul and Sage. Going into the number three turn Hocking seemed to be able to drop in deeper suspecting all the time that Rice was still favoring his left knee that was injured at Ascot some weeks hence. Coming off the number four corner Hocking seemed to have a little better tire and those two seems added up to a win.

On the seventh go-round McCaul got wide off the groove in the first turn in the wildest scene of the Main, allowing Wirth to move into fourth behind Sanders and Paul Bostrom to take over from Sage. Wirth moved by Sanders towards the end but gave it all back three laps from the end and let Bostrom by for the fourth behind Sanders and just in front of a fast recovering McCaul.

Results in the Results Section.

Al Jorgensen (62) finds the way around the cushion's edge as he goes to dominate the Juniors at San Jose.



DAN MAHONY

Carrillo wins Wednesday finale

By W.H. Spencer

FREMONT, CAL., AUG. 28

A new King of Fremont is in the process of being crowned. Fifteen year old Steve Carrillo pulled one trick right out of his small bag and decidedly won the 360 Expert Main.

Just making the main was going to be a trick with 28 riders in the class and a lot of pros in off the circuit for a round of fun and fix the motor. The first heat was the indication for the night with Scott Pearson once again getting a hammer start and leading the heat over Gary Orlando, Carrillo and Rick Hocking. Hocking was not in the best of form tonight after a long drive home and bikes that weren't set for Fremont's stuff.

Steve Eklund, also just off the circuit, won the second Heat over Marlin Stewart with Pat McCaul hanging onto third over Fenn Pervier while Chris Hudson won the third Heat over Mike Faria and John Hlebo with Andy Whitaker keeping Bob Scally from the program.

The start of the Main was another one for Pearson with Carrillo coming off the inside rear row for a second position. Pearson's Kawa didn't survive long. Carrillo took the lead down the back straight and promptly laid it down in turn three, something that had happened twice before that night with dire consequences.

It took about five minutes to get Carrillo, Orlando and Hocking back to the line for the restart with Orlando needing some fine brake repairs performed by Craig Michie and the last words from Michie were, "You had better win." He nearly did. Orlando and Carrillo took the front running chores at the second green with Orlando doing the actual leading from the first through the fifth laps. Hocking fell in the first corner and was looking for a restart that would never come.

W.H. SPENCER

Pat McCaul (20s) and Rick Hocking (12) are all concentration in Fremont 360 Heat. Hocking's bike wasn't set for the track, and he crashed out of the Main.

On the sixth lap, Carrillo outpowered the Hayward Honda with no brakes and went on to win. Eklund took third with Stewart fourth over Pervier and McCaul.

Al Wood won the 250 Expert portion and hit a neutral going across the finish line, dropping the Bul right in the middle of the first corner. Andy Whitaker, who had led an inline restart went a little wide and laid his Boss frame Bultaco into the tires with second place Mike Faria negotiating to a stop. Not so for newly turned Expert Dave Nazzisi who did an Evel Knievel off the end of the bank and had to be taken off in an ambulance. He protested loudly enough that he was OK but he had been bruised and winded. No broken bones though.

Results in the Results Section.

Picky-picky at 7,000 feet

By Clay Henry

DONNER PASS, CAL., AUG. 26-31

At the 7000 foot level, high in the Sierras, the Five Day Trials School was held at The Donner Ski Ranch, during week of August 26th to August 31, with 25 students attending.

The ages ranged from 12 to 55 years, with the experience levels from rank beginner to Amateur class. Students came from as far as Mukwonage, Wisconsin in the East, north to Chico and south to Bakersfield.

Instructors Steve Darrow and Bob Tyson were in charge with Norman Sayler allowing the use of his Donner Ski Ranch Lodge for shelter, food, entertainment, showers and camping. Tyson and Darrow ran the students through three eight hour sessions on Monday, Tuesday and Wednesday and tapered off to a five hour day on Thursday and Friday.

Awards were given to Dick Trott, San Jose, for the most spectacular spill and to Dennis Schrieter of Mukwonage, Wisconsin for the most improved. The youngest student was Harold Sprayberry, Bakersfield and the oldest, Clay Henry, San Jose.

For a culminating activity the Reno and Sacramento P.I.T.S. staged a tough but excellent two day trials on Saturday and Sunday. On Sunday Hawley Slayton, Reno, ran the meet in the same fashion as the Europeans do, with all classes riding the same course.

The proof of the calibre of the school was 17-year-old Gary Masculine, East Bay, who led all classes in Sunday's ride with a score of 33 over Expert Bob Bertucci. Other top qualifiers were Hawley Slayton, winner of his first Amateur ride on Saturday with Mike Fenner, Mike Anderson and George McHenry all placing in the top three in their divisions.

Norm Sayler is now making plans for next summer, possibly two one week sessions plus a week with the 12-years-and-under age group. •

OMRRA road race

PORTLAND, ORE., SEPT. 1

With today's race, another Rainier Beer Road Race Series came to an end. To provide a challenge to the riders, a freak wind storm came up and made a dust bowl out of the track during most of the races.

Bruce Lind, Seattle, took both heats of the 125 GP class for the win closely followed both times by Jay Burchell, Portland, both on Yamahas. In the 125 singles class, Paul Peiroli, Seattle, won over Diane Cox, second on her Suzuki.

In the 250 GP, it was Jim Dunn and his Fred Deeley Harley all the way. Dunn, again on his 391cc Harley ran away from the field in the 500 GP class. He was followed again by Steve Schaefer and Ken Botham, respectively, both on Yamahas.

Quentin Hogan on a Z1 Kawasaki came up the Open GP winner after Eugene Brown went down in the second heat. George Miller, Oakland, on a 700 Yamaha finished second in the class. Hogan nearly won the 250 Production class but a late start and one pitstop let Rob Gore take the win. On a Team Pteradactyl Kawasaki, Hogan was second with Dennis Ruitenbeek third.

After some close dices Eugene Brown won the 500 Production class over John Dixon, Canada. Jim Walden was third,

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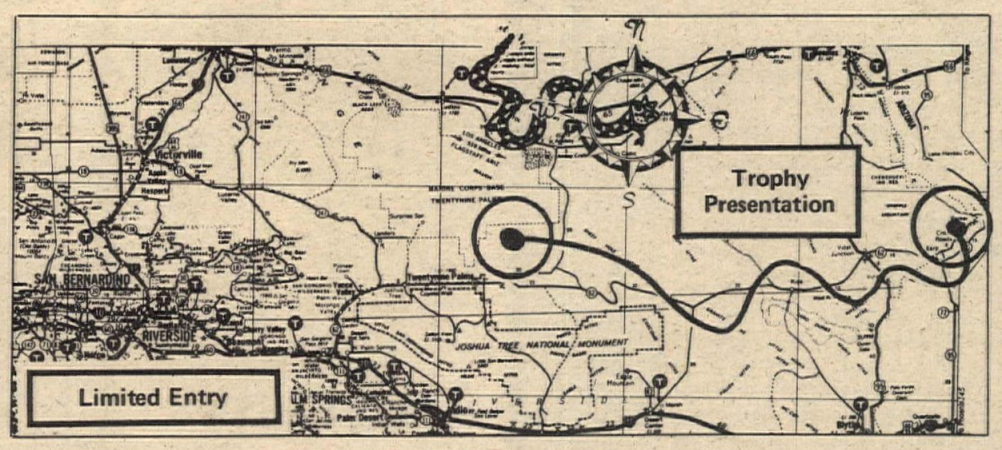

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The undersigned entrant by affixing his initials below, acknowledges that he assumes the risk of any loss from injury or property damage to himself or to others, due to his participation in this event and he herewith specifically holds harmless from any said loss the American Motorcycle Association, Sports Committee, District 37 AMA, Inc., the sponsoring club or organization, and the owners of the real property on which said event shall take place.

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all on 350 Yamahas. Team Pteradactyl took home another trophy with Hogan winning the Open Production class on his Z-1. He was closely pursued in both heats, however, by Bill White, Seattle, on a 750 Kawasaki. Third went to George Roubicek, Canada, on another 750 Kawasaki. ●

Spence nips Hogue

By W.H. Spencer

FREMONT, CAL., AUG. 31

Duane Spence had a squeeker of a night in both the 250 and 650 Expert Mains with the finale of the night the best racing going down in District 36.

Spence and Danney Hogue were derbying on the last turn of the last lap after Hogue worked hard to get to second, when exiting the last turn to the checkered Hogue twisted the wick to WFO, had to back out just a bit because he got sideways and lost the Main by just that much.

A similar happening occured in the 500 Expert Main with Kim Jorgensen doing most of the leading until John Hlebo broke from the pack and in some fancy moving, passed the Suzuki rider on the right hander after the jump and took the big win.

Rod Pearson blew another 650 Junior but not as bad as last week. George Taylor got around early in the race instead of at the checkered and Pearson is going to have to practice not clutching it at the end.

Dennis Souza took the big win in the 250 Expert class, as Pat Brown took off another night for some swimming and fishing fun. Vince Amaral took a good second from Duane Spence with Hogue once again right behind.

Phil Howard once again took the 250 Junior main but he will have problems from newly turned Lynn George and a fast improving Chris Paulson, but then again, he may move to Expert before that happens. ●

Results in the Results Section.

Ken and Jeff Koskie do father-son double win at Nevada Bogwheelers Trial

By Mark Habbeshaw

KYLE CANYON, NEV., SEPT. 8

The Nevada Bogwheelers trials in the Mt. Charleston area near Las Vegas came after a break during the hot summer months. Jeff Koskie brought his Suzuki from California winning first Expert with 14 points after running 48 traps. Gordon Relyea, who recently moved to Las Vegas from the Denver, Colorado area rode to third Expert with 23 points.

Mitch Miller, an ex-California racer, travelled from Cedar City, Utah to win first Amateur with 41 points after running the same traps as the Experts. Jeff's father, Ken Koskie, rode his Suzuki to first Novice with nine points to spare.

Fran Oldroyd (another Cedar City rider) won the Women's class with a grand total of one point after running 12 traps. Mitch Miller's son Andy, also from Cedar City, took Kid's class with the high score of one point.

The YMCA motorcycle program, showing an interest in trials, ran eight kids in a separate class on mini bikes. Bill Barnett rode to first place. These kids showed good form for their first exposure to trials riding.

The traps, though not up to the Bogwheelers usual standard of difficulty, were interesting and, more important, fun for all those who rode.

Results in Results Section.

CMC Ascot

By Alan Shepherd

GARDENA, CAL., SEPT. 11

With less than a month left of the Ascot calendar for CMC motocross, and school back into session, the turnout dwindled tonight, but the racing was still tight.

Mike Bell and Joe Johnston gave a show in the 125-250 combined Pro event with Joe on the 250cc Ossa winning out against Bell on the 125cc Honda. All three motos were identical. Brad Morrison, on a 250cc Bultaco, would jump to the lead with Bell in hot pursuit. Then Johnston would careen through the pack, take over third and close quickly.

Bell would then find a way around Morrison, skip to the lead and Johnston would then follow suit by picking off second. It remained that way for two or three laps, then Joe would creep up and suddenly pounce on Bell, slipping by and going on to a narrow victory.

In the separate scoring, however, each rider swept his respective class. And for Bell it was rather inspiring. A week ago Sunday, he crashed at Saddleback and was promptly smacked by Bruce McDougal. His right arm ached, but he continued to ride out the event. Then, last week, he again got off hard right at Ascot and when he went to the doctor he found he had a partial fracture in the shoulder. He was told not to race for three weeks.

He rested for the remainder of the week, but was back again tonight and looking like his old self . . . and winning his 18th in the last 21 CMC night meetings.

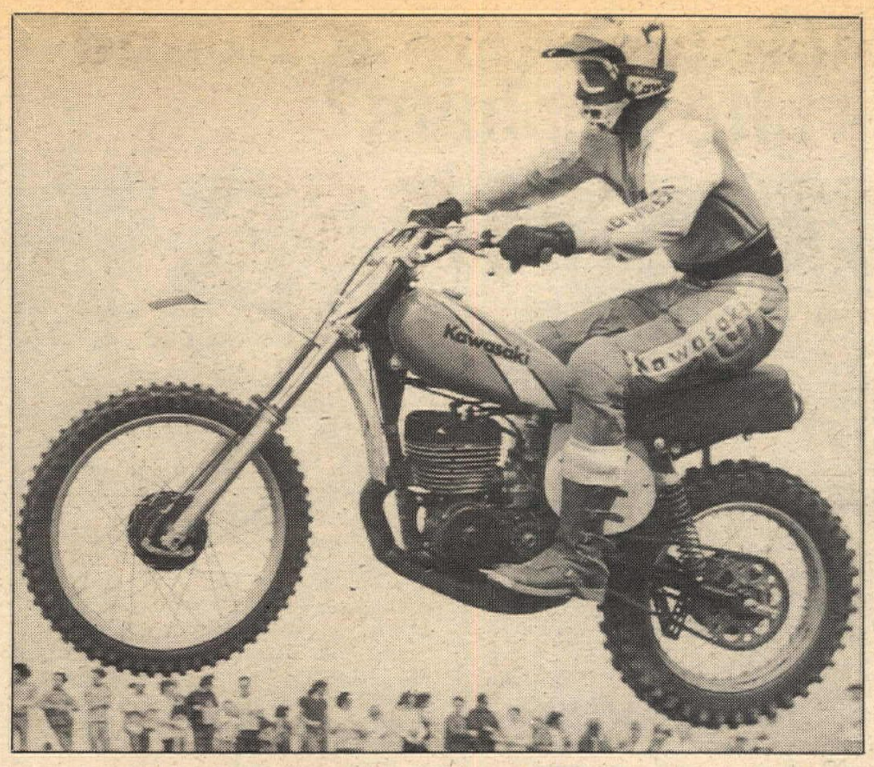
Don Bongirorno (Hon) picked up the runnerup spot in the 125s but was never in contention. Morrison, meanwhile, who did have a chance, had to settle for second 250.

It was again a three-rider dice for the 500cc Pro win with the regulars. Luke Messer (Mai) collected the victory but he did it by winning only one moto while second place Bill Rubly (CZ) had taken two. In the second moto, while running right near the front, Rubly spun out and had to spend half a lap attempting to refire the bike. It gave Messer the ace in that one and added to his pair of seconds it meant the Overall.

Rubly then won the final moto, as he had the first, and because of it came up second on points, barely eeking out Curtis Lessel (Mai).

Of particular note was the Minis. Doug Nicol (Hon), a Mini Expert, has won just about every meeting this season at Ascot. Tonight, however, Russ Eide (Hon), a Mini Junior, almost thrashed him. It was the first time this reporter has seen Eide, but it probably won't be the last; the youngster really had the track wired in his first outing.

Results in the Results Section.



Is it MX or desert, anyway?

Jim Weinert, 1974 AMA National Motocross Open Class champion, has pre-entered S.C.O.R.E.'s "AC-Delco World Championships" off-road race to be held September 28-29 at Riverside Raceway in Riverside, California. Jim was the first American to win a Trans-AMA motocross this season against the dominating Europeans.

Joe Johnston (Oss) came from behind in all three 125-250 combined motos to win.

ALAN SHEPHERD

Mike Bell won again at CMC Ascot.

ALAN SHEPHERD

Harley strike settled

WHITE PLAINS, NY, SEPT. 9

Striking production workers at the AMF Harley-Davidson plants in Milwaukee ratified a new 34-month contract and returned to work today, it was announced by AMF Incorporated.

Approximately 1,600 Harley-Davidson employees had been on strike since the May 31 expiration of AMF Harley-Davidson's contract with Local 209, Allied Industrial Workers, AFL-CIO.

AMF Harley-Davidson's Milwaukee plants produce golf cars and snowmobiles, in addition to the engines and transmissions for the Harley-Davidson V-Twins which are assembled at its plant in York, PA. ●

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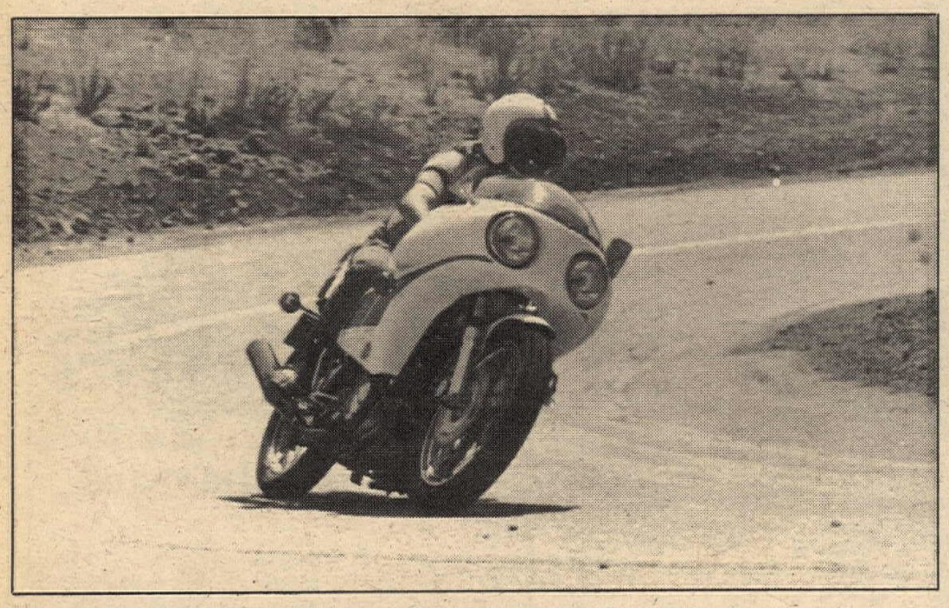
John Player Norton first impression:

Wonder bike or white elephant?



Pretty is as pretty does — Barney Tillman bends his new showroom JPN through a climbing turn on a European-type road.

By Lane Campbell

The John Player Norton was conceived by its makers as a styling exercise that would sell, and as such the enthusiast rider could almost pass it off, going on to build or acquire a more conventional cafe racer. However, it's a bit more, and although one brief riding experience can't begin to plumb its personality, let's call the JPN a fresh attempt to define the Gran Turismo motorcycle.

Basically, it's an 850 Commando (a respected ground-eater in its own right) with the JPN goodies slipped around it. Net effect: It gains about 50 pounds, becomes more streamlined, puts the rider in the traditional racing crouch and adds a headlight.

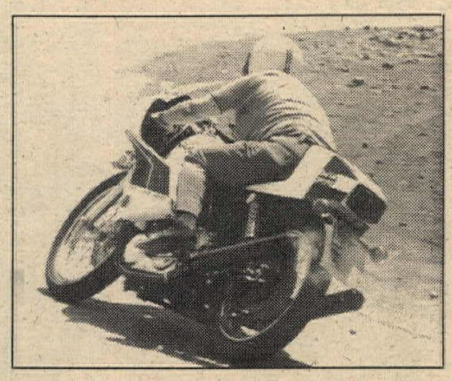
The right rear-set peg folds back for starting. Like any 850 Norton, it's a one-kick starter if you're strong, three ineffective grunts and a kick if you're not. The foot controls are as direct as stock: The cable operated rear brake is relocated with no added linkage, and the shift lever is simply reversed, making the shift sequence down-for-first.

The machine we rode had but 50 miles on it and was still tight. It took muscle to shift and required some discipline with the throttle. In spite of that, it was an easy 100 MPH motorcycle when tight. It's likely to be an easy 120 MPH machine when worn in.

The JPN draws you down to it and is, as cafe racers go, fairly comfortable and easy to get to terms with. It's as stable as Swiss currency, yet lays over easily with little more than the idea in the rider's mind necessary to point its head. It goes exactly where you point it, so readily that you'll bend into a corner tighter than you intended at first. Once pointed, it holds a chosen line until you will it to do otherwise. It's a fairly heavy chunk (hence its stability) with a relatively low center of gravity (hence the ease of layover). The deeper you go with it, the more it favors the knee-out style.

Since the sidestand will ground on the left, and possibly the pipe on the right, you'll want to hang off at times, especially if you are physically small. Your feet seem quite low, which adds to the feeling of limited ground clearance.

The full, over-the-hands fairing is easy to tuck-in behind, and a joy to ride with when wicked out in top gear, but there's a hidden danger to this type of fairing that got to the bike's owner twice. If for any reason a clip-on should loosen on a fork stanchion and rotate forward, it will jam against the inside of the fairing in a tight turn. The bike's owner got himself spit off twice when the throttle side did this while negotiating a U-turn. Word to the wise an' all that: keep 'em tight.

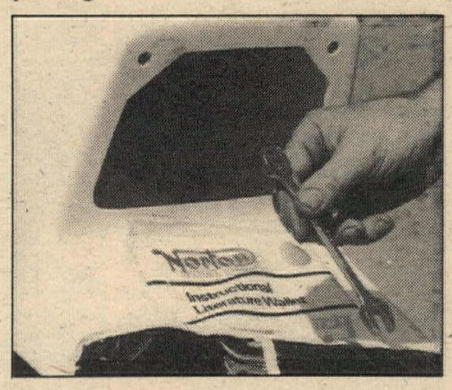


Though the integral tank/fairing molding is a fresh sort of gimmick, the bike's not all styling. Inside that high, bulky tail is a cavernous (for a cafe racer) luggage box with room for tools, books, rolled up jacket, probably a lunch bucket, maps and gloves, too. Though we had no chance to ride at night, the dual lighting has to be an improvement over current bikes, even if it does look weird at first.

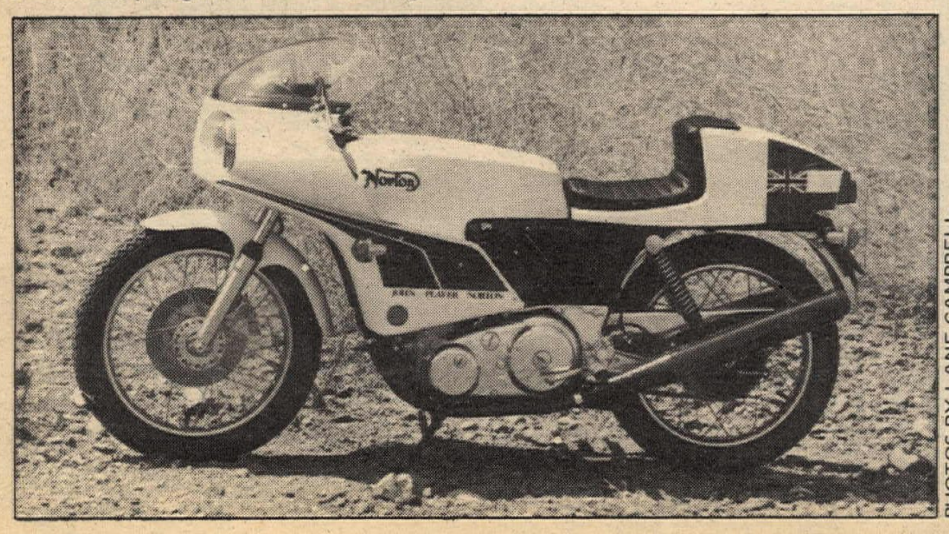
The unprecedented luggage trunk, combined with the extra lighting, carry the JPN a step past the "cafe racer" concept towards a true Gran Turismo motorcycle — a machine for getting a solo rider and some baggage from here to there fast, safely and in style, night or day, over European-style roads.

Having toured Europe and gone the "GT" route with cars, we can safely call the John Player Norton a step in the right direction. Evidently, the stateside dealers must agree, as they have bought up the entire first production run. •

Better-than-average toolkit and owners manual are but a drop in the bucket, leaving room in that trunk for some really imaginative packing.



Styled to build a strong buyer identity with the factory racers — how British can you get? It could be dark green . . .



PHOTOS BY LANE CAMPBELL

Prepping the GG Mile: It ain't easy

Because of the Antioch River bottom sand that was used to build a better horse track at the location of the Bay Area's Golden Gate Mile, producer Mike Goodwin of the *Superbowl and L&M's Supermile* National September 29th is having nightmares.

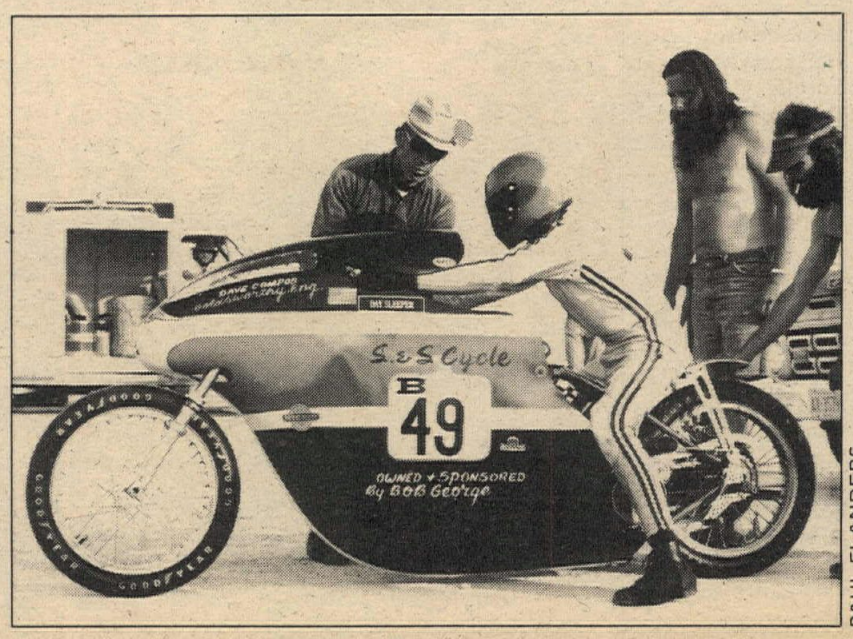
The desirable (for horse hooves) sand is so porous it drinks water up faster than one truck can put it on. Two water trucks began watering two weeks prior to the race from sunup to midnight every day.

Track prep begins with the top two feet of dirt being bladed to the side, "all the way down to old auto bodies and bedsprings" commented Frank Blado, who also worked the track in '73. Then the watering begins with the dirt moved back on gradually in three inch sheets and packed with a five ton roller. Some material is left off the inside of the corners to maintain a slight incline and a dirt berm along the inside corner fences keeps riders from catching their shoulders under the rail at 90 MPH.

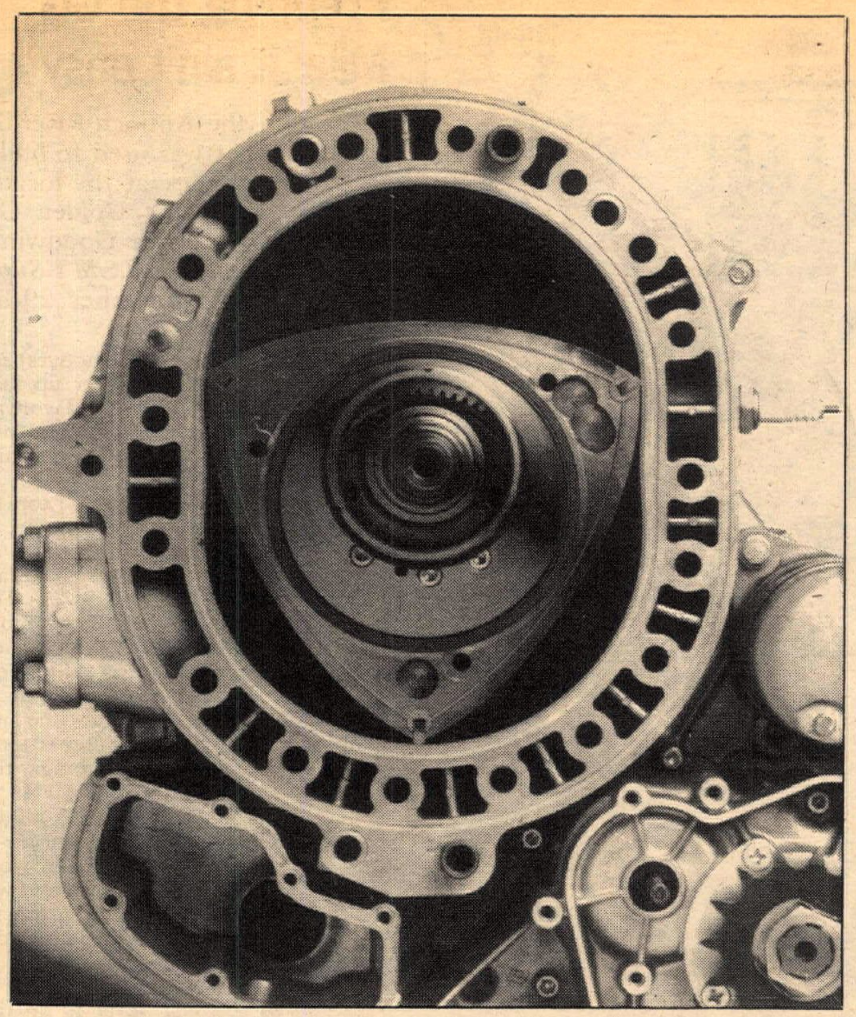
Before race day nearly 1,000,000 gallons of water will have gone on the track, three times that which would have to be used if chemicals were permitted: They aren't. During practice riders will "burn" the track in by riding wider than usual around tires that are gradually moved into the fence as the track glazes. Between heats 20 fat tired vans stand by for more wheel packing while a flagman signals two water trucks, one wooden float drag truck and a powerful steel drag truck used to cut down any grooves, onto the track as soon as the riders leave. This job takes nine minutes and then the next event starts. A blade also stands by in case chunking occurs.

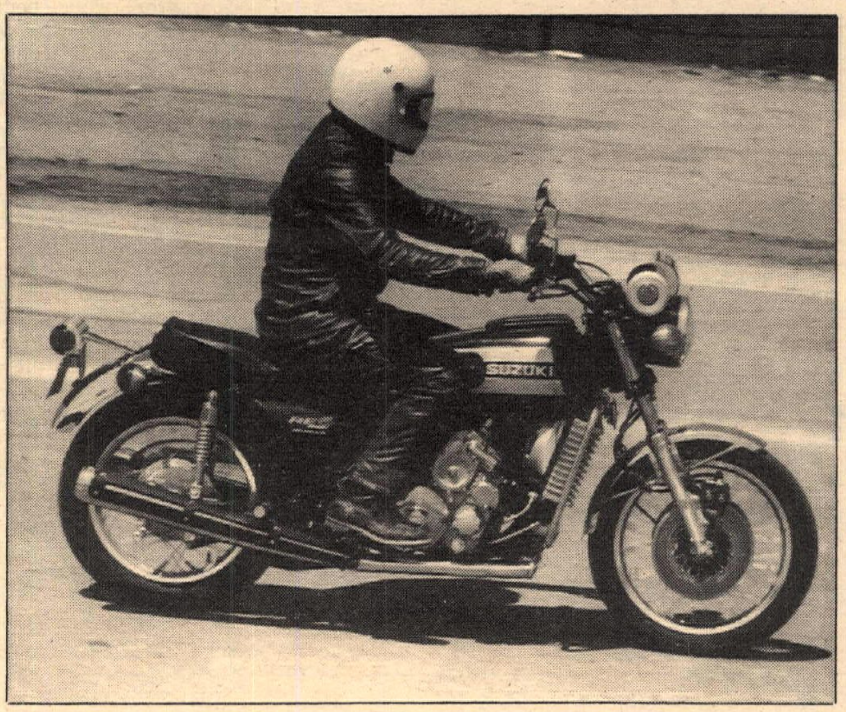
The regular seats are inflation fighter specials also with boxes and V.I.P. theatre type reserved seats at $9 instead of the usual $10 and General Admission only $7.50. Children are half price except Turf Club and boxes. Since the track is centrally located in the Bay Area on highway 80 in Albany it's perfect for a day of racing and even if you are from Southern California it is only 10 minutes from the Oakland Airport with frequent service so it should be worth flying up for the day to see the "Magic Mile." The Holiday Inn in Emeryville is Race Headquarters. Tickets at Ticketron statewide or by mail order to MediaMax, Inc., P.O. Box 41407, Sacramento, CA 95841. For information call (916) 482-RACE or (415) 625-3020.

Newest member of the Bonneville 200 MPH Club is Dave Campos, of Albuquerque, N.M., who rode his double-engined Harley August 21 to a 208.450 MPH record in APS-AG-3000. Two days later, he switched to fuel and set an APS-AF-3000 mark of 231.597 MPH. Check the special Goodyears.



PAUL FLANDERS





Suzuki's Rotary

Suzuki RE 5 Specs

Engine type	NSU-Wankel rotary, liquid cooled
Displacement	497cc
Horsepower	62 HP/6,500 RPM (S.A.E. NET)
Torque	54.9 ft. lb/3,500 RPM
Carburetor	Mikuni, 18-32 HHD
Compression ratio	9.4:1
Starter system	Electric and kick
Transmission	5-speed, constant mesh
Suspension	Front fork . . . Telescopic, oil-dampened rear swing arm . . . oil-dampened, 5 way adjustable
Ground clearance	6.7 in.
Brakes	Front: Hydraulic caliper dual disc Rear: Internal expanding
Tires	Front: 3.25H19-4PR Rear:4.00H18-4PR
Fuel tank capacity	4.5 gallons
Length	87.4 in.
Width	34.3 in.
Height	46.1 in.
Wheelbase	59.1 in.
Dry weight	507 lbs.
Color	Firemist blue, firemist orange

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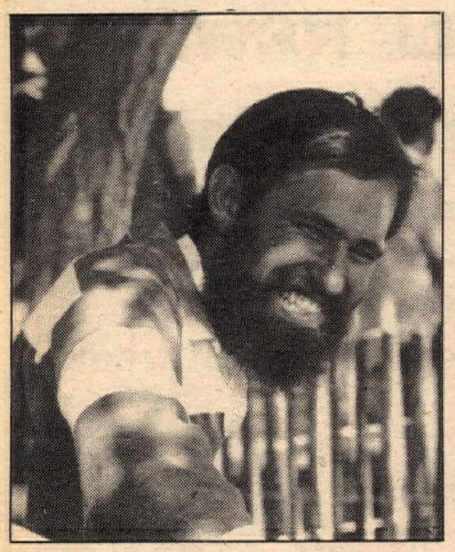
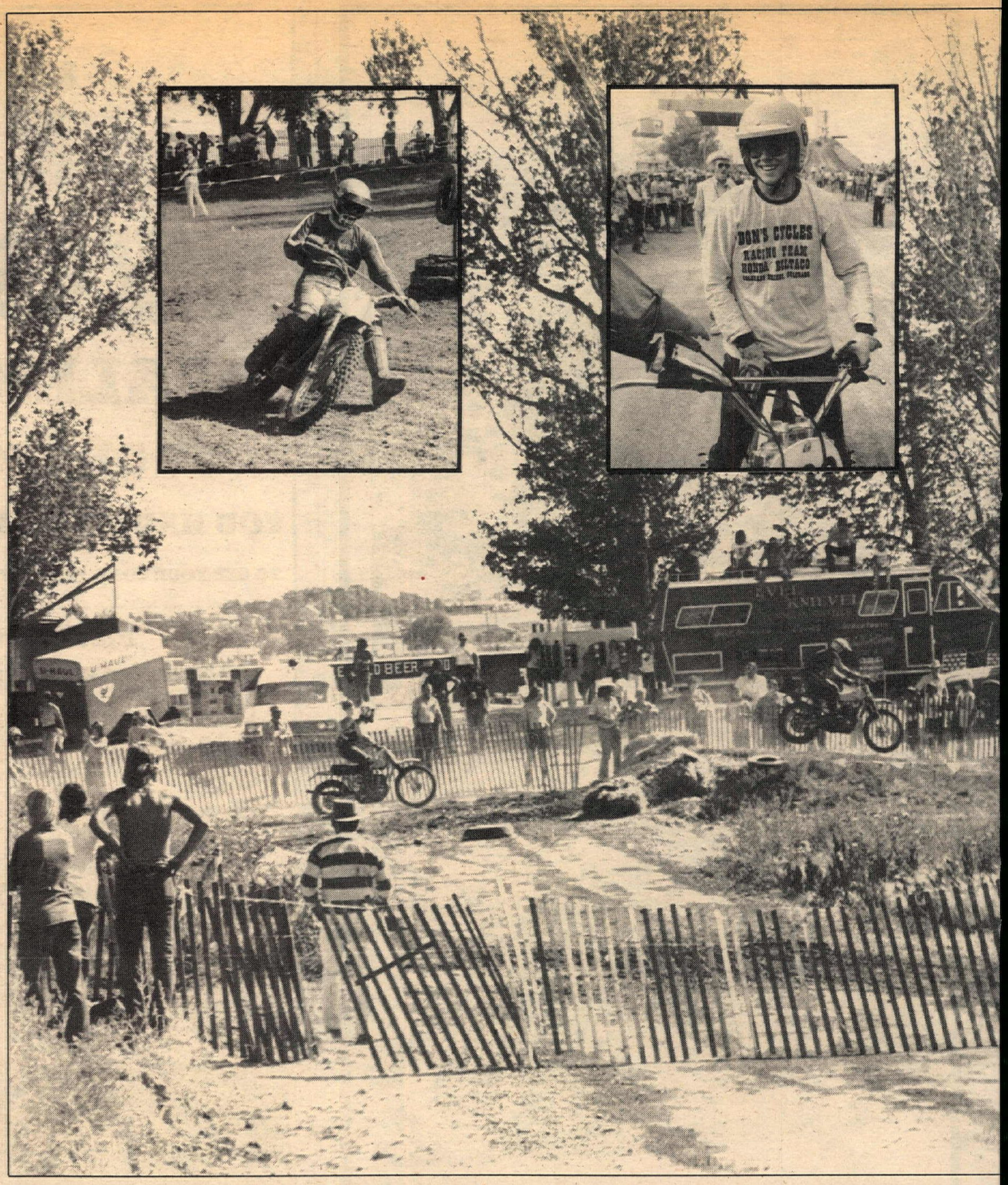
Zahrt leads Mighty Marty across a ditch.



Mike Uhl looks a lot like brother Bill.

Evel isn't the only one who crashed.

Steve Stackable rewired his throttle for the $500 jump contest.



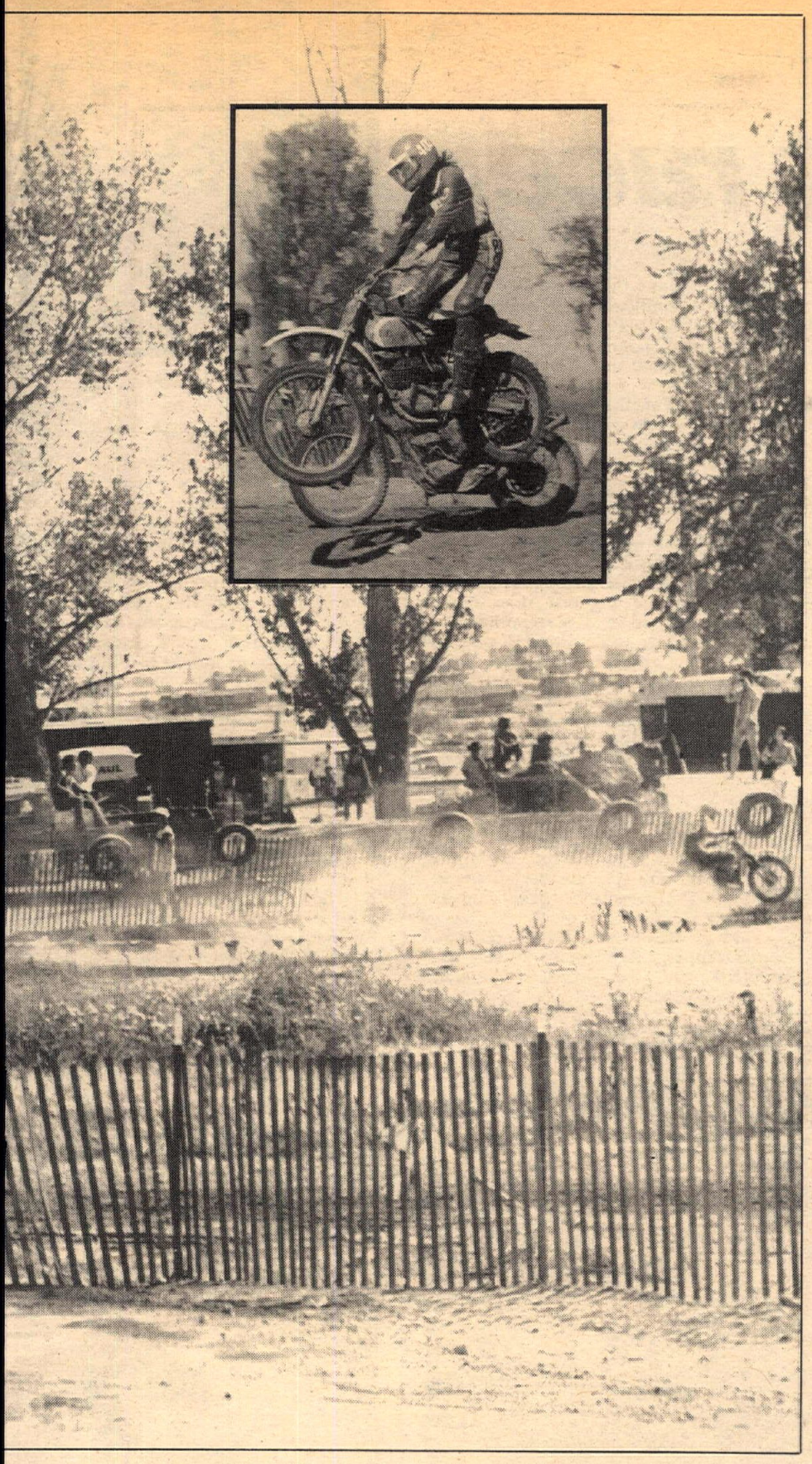
Insets, top left: Dave Newswanger of Pennsylvania won a new 250cc Harley-Davidson SX for his class Penton win of the Open Amateur motos. Center: Arlo Englund won the Olympic Wheelie Contest, worth $500. Right: Ken Zahrt was hot before the chain let go.

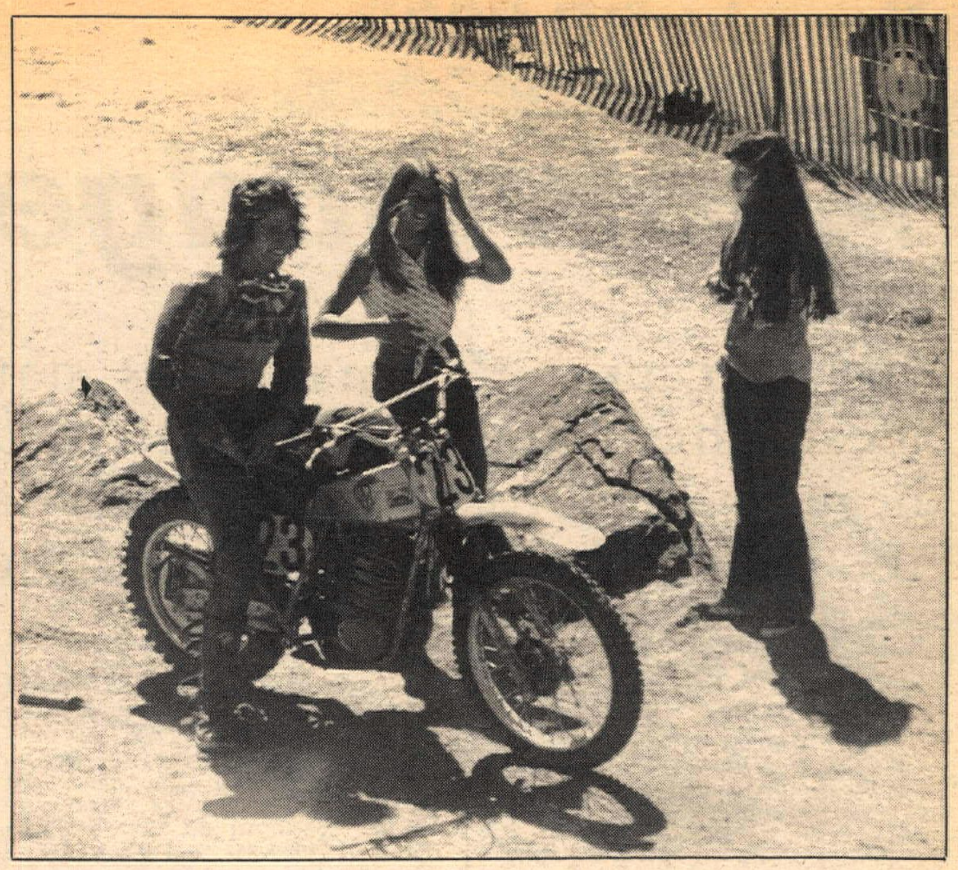
'Krossin with

...random images from the canyon

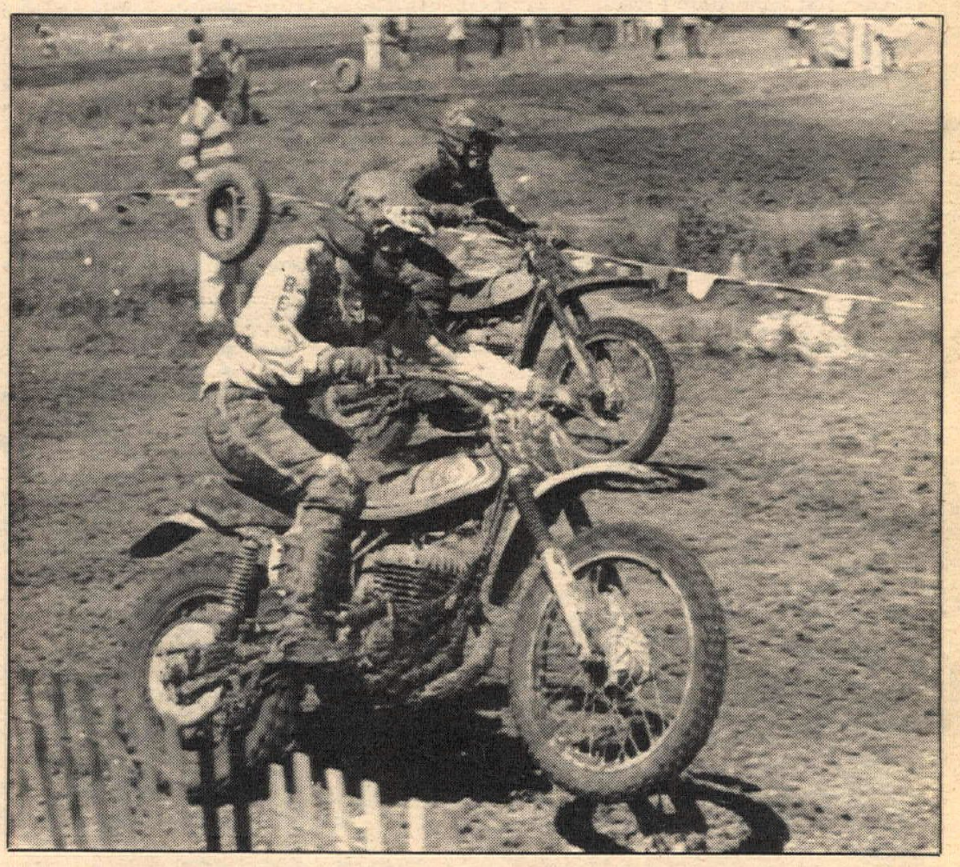
There were no movie crews, no camera-copters and not a whole lot of spectators around while the world's richest motocross ran off on the rim of Snake Canyon. The eyes and ears of the world were concentrating on the Big Stunt coming up, which proved to be an anti-climax after seeing the races.

Evel's friend put on a helluva show for the people. Ri





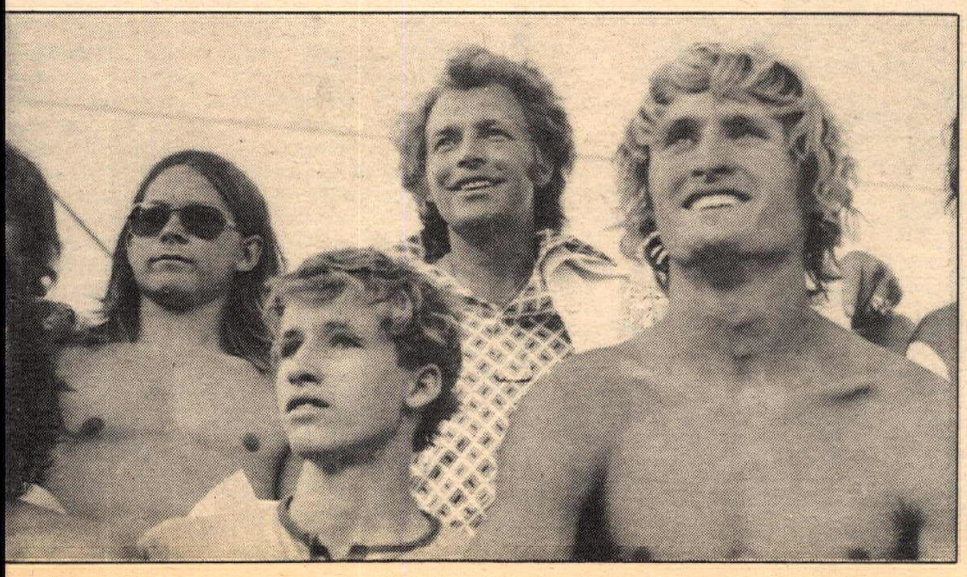
Mark Blackwell enjoys a chuckle with friends.



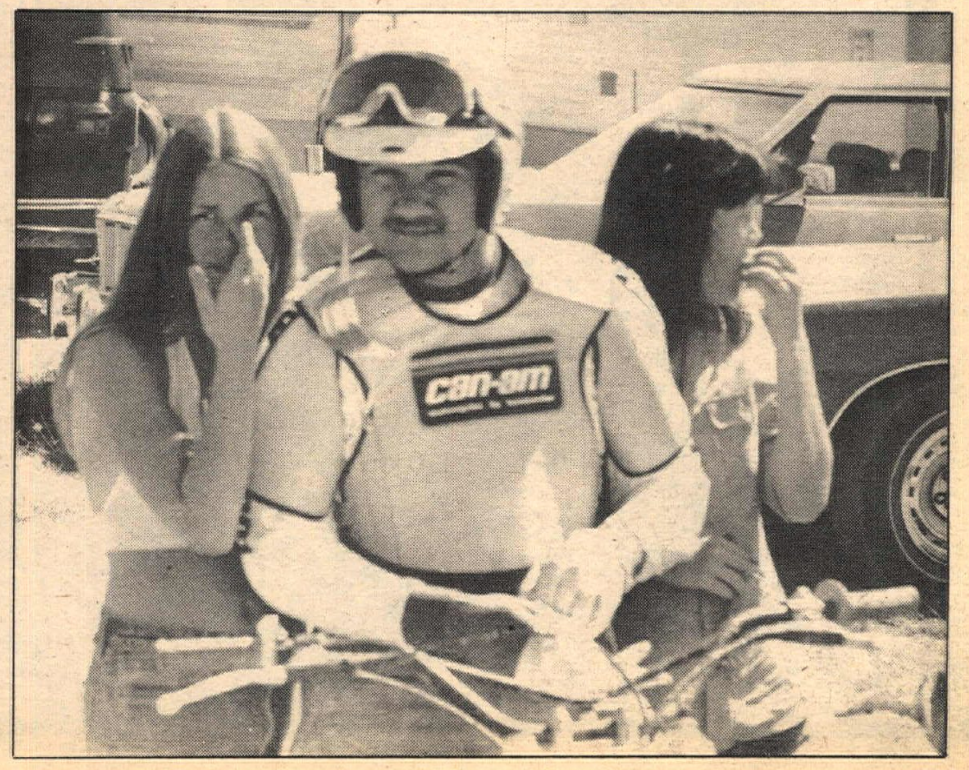
Man, you never saw such racing! For once it was worth it.

Knievel

me Amateur winners and left, a nymphet says, "if boys can, why not me too?"



Marty Tripes put on his raceface and then went out and won $9,000.



Yamaha RD 200B

A low budget racer

By John Ulrich

Just because it's small does not mean the Yamaha RD 200B is a beginner's motorcycle. It demands too high a level of skill from the rider to be a good machine to learn the functions of motorcycling aboard, but delivers a high level of performance to match.

This motorcycle starts, stops, and changes direction with impressive rapidity, bearing in mind the limitations of 11.89 cubic inches engine displacement (195 cubic centimeters). For being a 200, the RD is a positive rocket, complete with retros.

Our test bike didn't want to move until the RPM reached the halfway point between zero and the 9,000 RPM redline. The owner's manual advocates keeping the around town revs in the 4,000 to 5,000 range, and the reed-valve twin will keep up with city traffic while making little noise in this mode. However, the bike also makes little power there, (enough to move, but not enough to move quickly), and the plugs tend to foul after prolonged low speed, low RPM maneuvers.

Around 5,500 RPM it comes alive. Above six it screams all the way to 7,500, where the power on our model dropped off. Kept between six and seven-and-a-half, the 200 will leave most cars behind at an intersection, embarrassing all but the most determined Detroit barge pilots up to cruising speed. At 60 MPH, the tach shows 6,500 RPM, and it's happy to stay there. At this RPM it will tackle moderate headwinds and hills, and will stay at 60 MPH against anything you're likely to encounter if downshifted into fourth. In fact the RD 200B had more cruising-speed torque and ability to maintain top-gear speed against gusts and grades than the Kawasaki 250cc Triple we tested several months ago. For spirited running, spark plugs one step colder than stock work well.

Very quick handling and powerful brakes combined with the powerplant's strength to make the bike a fine mount for certain applications. Light weight, low height, and a 49 inch wheelbase put the in-traffic handling right where it should be. In and out of lanes, dodging a straying turkey, beating a freeway jam – the little Yamaha is tops. It's much less nerve wracking to thread the RD 200 through the usual rush hour constipation of Los Angeles' alimentary canals (the freeways) than to try the same trick with our regular ride, a 750 Honda.

These same qualities put together into a swell traffic dicer also affect high speed handling. The startling reaction of the bike to the slightest rider input takes getting used to after stepping off a larger machine. Side winds, passing trucks, rain grooves, and even lane changing demand more attention since the little motorcycle moves around a lot more, and a lot more suddenly. Never was our test bike uncontrollable or dangerous with an experienced rider at the bars.

That's with an *experienced* rider. Would we let a newly enthused friend loose on this machine? Nope. With a novice on the seat, starting to move, accelerating, and stopping are all added to the list of reactions qualifying as "startling."

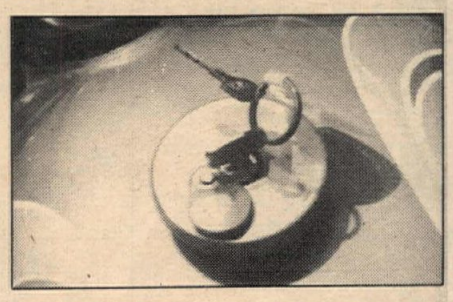
Taking off from a stop requires clutch slipping. A beginner usually has problems with this simple-to-a-veteran operation, and can be expected to blow it. What's the next step for our beginner? Grab a handful and dump the clutch. The bike immediately assumes a vertical posture, all set to come tumblin' down.

Gassing it out of a corner was the way it liked best.

Even when rolling, the wheelie demon may strike. Hitting a depression in the road surface under hard second gear gassing-it-up would easily loft the front end six inches. A handful in first would do it every time around six grand. Even hooking a tight second gear corner and grabbing a handful can have you charging out, half cranked over, nose high, and crossed up to correct. You'll either have fun with it or die.

The brakes react to pressure faster than the engine reacts to throttle. If you wish to stop very quickly, know what happens and what to do when a wheel stops moving before the vehicle it is attached to does, they're excellent. With a bit of screech and howl a good rider can haul down the RD in an incredibly short distance relative to many street bikes. But, since they are loaded with power yet lack progressiveness, the available "instant lock" carries the potential of putting many a novice on his head at inopportune moments. This is especially true since over-sprung shocks with a tendency to wear out quickly and soft forks exaggerate weight transfer under braking.

Locking gas cap is an old concept in a new shape for Yamaha. Last year's cap would have been better if reversed, at least from the viewpoint of potential injuries in a slide up on the tank.

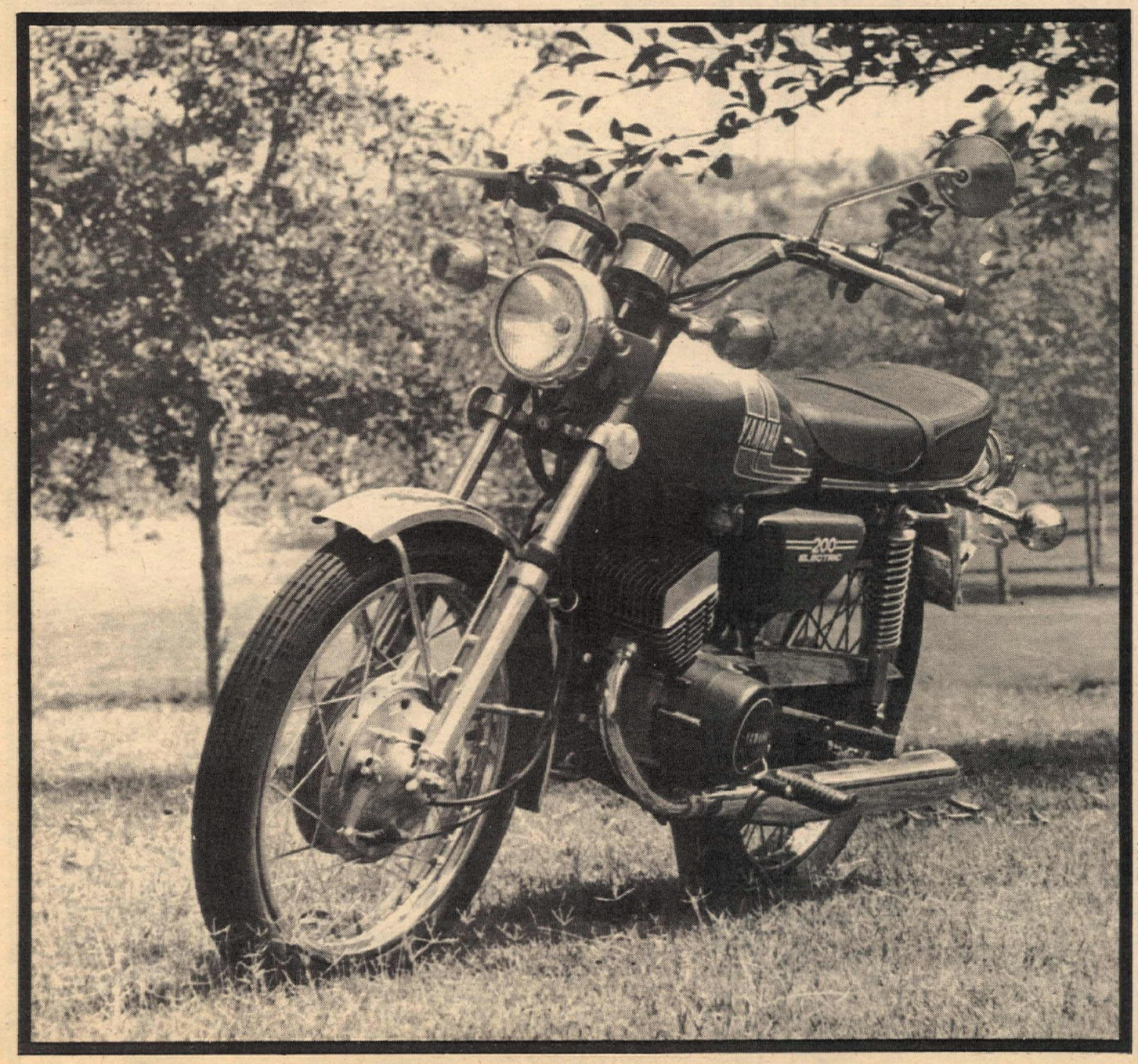


It's not a beginner's bike. It's not really an "economy" bike in the sense left in the back of the mind by the gasoline shortages, either. While it is miserly with injection oil (300 miles to a quart), the 200 demands fill-ups every 80 miles like clockwork by going on reserve. That's 30 miles-per-gallon with the engine kept on the power.

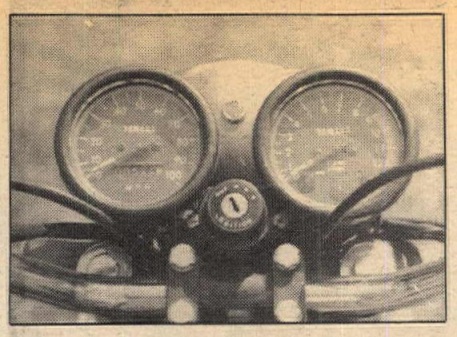
The seating position and the seat itself are not very good for extended journeys, and the footpegs feel weird. They're bolted to a rubber-mounted bar fastened under the engine, curling up around the outside of the exhaust pipes. The rider can feel the pegs move under his feet (not good for initial confidence) but they're supposed to dampen the engine's high frequency vibration. After several hundred miles you'll still feel it, not enough to be distracting, but still noticeable at intervals through the pegs and bars. It's most annoying at about 3,500 and just under 7,000 RPM, when everything seems to resonate.

The tires, the pegs, and the centerstand (which we removed) conspire to limit bravery in cornering. Around slow speed corners, braking entering and gassing exiting worked best, instead of coasting or cruising

The RD 200B isn't a bad looking scoot. Metallic blue paint with gold trim is semi-flashy, yet hides dust well.

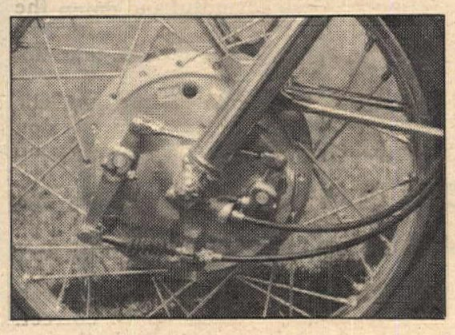


PHOTOS BY JOHN ULRICH



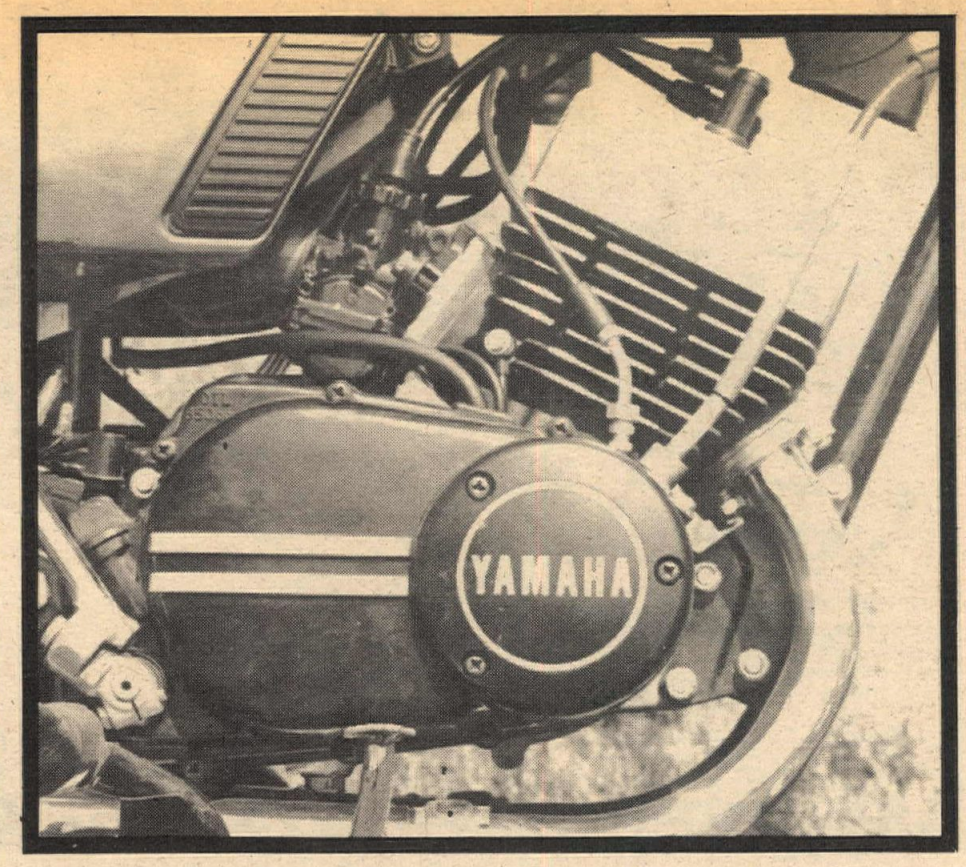
Speedometer and tach were reasonable for the (inflated) dollar price of the bike, but lacked a trip meter and adequate night lighting.

The brakes are the same way — strong and quick. Locking the tire isn't something that has to be worked at, but rather consciously avoided.



around. The worst thing it ever did in a high speed turn was to wobble in a 70 MPH downhill sweeping left hander inscribed with rain grooves. The tires do not hold the pavement when hot from being pushed hard, and don't stick much at all when wet.

The break in period calls for staying under 4,000 RPM the first 100 miles, which is also under any power. We didn't pay any attention to that warning, but were very careful to vary throttle settings constantly. But by the time 300 miles had rolled around the clock a week after we got the bike, we got lazy, thinking it was broken in after lots of freeway runs, and did not vary engine speed. The engine seized one hot afternoon at a steady 45 MPH on a surface street in fourth gear, but



Screamin' reed valve twin makes the machine react too quickly for it to be a good learner's mount.

loosened up after a 15 minute wait and never missed a beat since. The power, though, is a bit down from the way it was before. If an owner has the patience to follow the break in directions for the first 500 miles, this probably wouldn't be a problem. When you're testing bikes for a living, 500 miles is a luxury you can't afford. Test bikes delivered with 14 miles on the odometer suffer accordingly.

On the first 20 mile ride we took on the test machine, the round threaded nuts which hold the header pipes to the mufflers both came loose and allowed the escape of noise and smoke. The liberal application of silicone seal and tightening with a shock absorber spring pre-load adjuster tool solved the problem for good. Some owners report problems with the baffles falling out of the mufflers on earlier model 200s. A little seal or safety wire should prevent that.

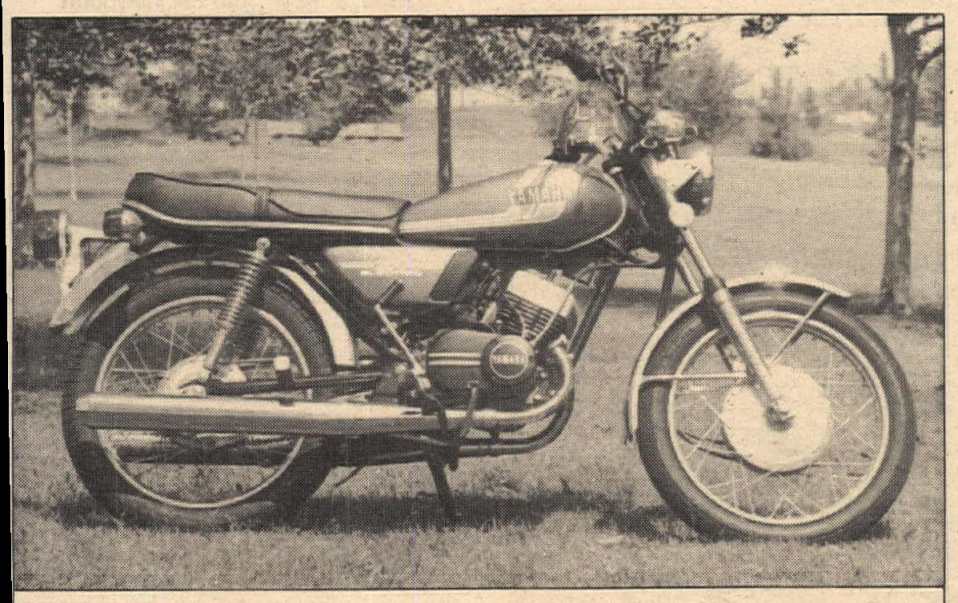
The toolkit is junk. However, it makes a swell toy for a precocious child.

The electrics were not up to Japanese standards. In other words, they were not absolutely flawless. Oh, sure, the electric starter always started the engine, the headlight always lit, and the adequate horn always horned. But the taillight bulb developed an intermittent short, blowing a fuse before being discovered, and the left rear turn signal bulb never did light up. That's all.

No, the Yamaha RD 200B is not for Arvil Average out for his first two wheeled spin. Then who is it good for?

It's good for a graduate from the tiddler class wanting a faster, more furious mount after putting on some road miles, for the dude who wants something relatively cheap to subject to the dangers of an urban parking lot after transporting him to his workplace with enough pizazz to get him a little excited before hitting the grind, for the low-budget rider who likes to do wheelies and chirp the front tire as he barrels down the boulevard just to see the heads snap around, for the guy who wants to get into production road racing without spending a fortune to start (A friend took an absolutely stock RD 200B and took second 200 Production in a CMC money-paying road race September 1.), for anybody who wants some cheap action and can handle it, even if it does mean a sore back if they try to go touring on it, and, it's just dandy for the fast lady with legs too short for an RD 250.

That covers a lot of people. •



Specs

Suggested retail price, West Coast	$995
Engine	
Type	7-port 2-stroke air-cooled reed valve twin
Bore X stroke	52 X 46mm
Displacement	195cc
Carbs	Teikei, 20mm
Air filters	Oiled foam
Transmission	up for up, 1-N-2-3-4-5
Other	
Gas tank capacity	3 gallons
Oil tank	2.1 quarts
Tires, front/rear	2.75 X 18/3.00 X 18
Gas mileage during test	30 MPG
Wheelbase	49.0"
Length	76.6"
Width	29.1"
Height	39.6"
Ground clearance	6.1"
Dry weight	256 pounds

Even with a grizzly bear aboard, the pocketbook rocket loved sky shots. Sometimes it did them when the riders would have preferred it didn't.

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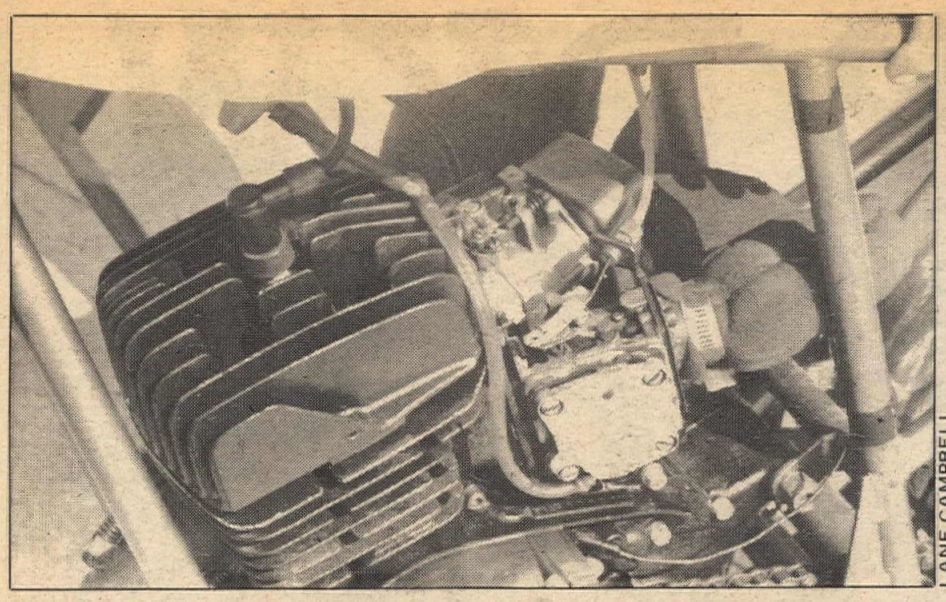
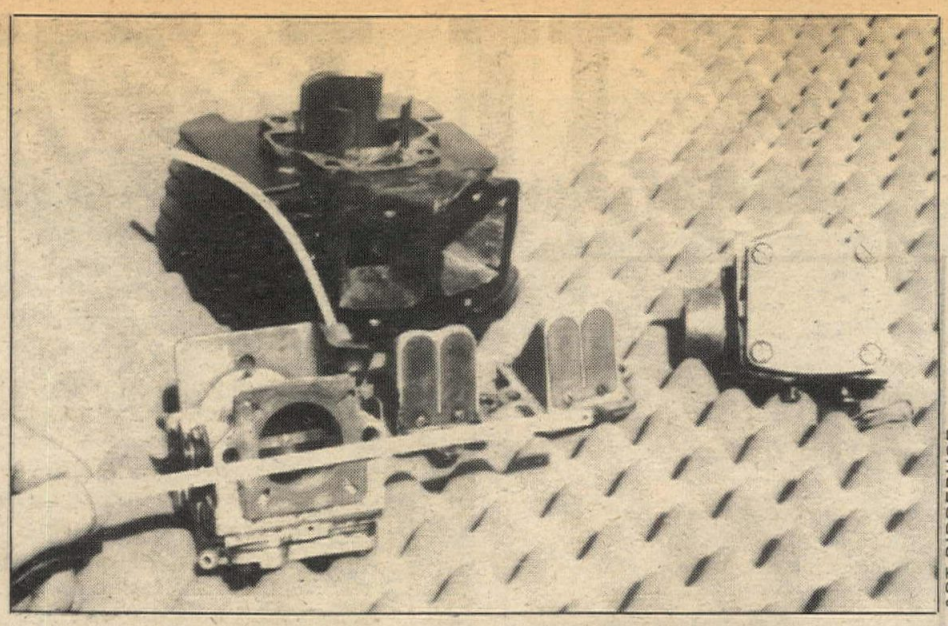


LANE CAMPBELL

If dual reeds, dual carbs was the hot setup for A Super karts ten years ago, it ought to work on a bike, huh? It works, and psychs the opposition as well.



ART RIDDERHOF

The complete kit, less exhaust pipe. Plans to market the conversion are in the works.

Blow their minds and blow them into the bushes at the same time!

Kaw 100 double pumper reed conversion

By Arthur Ridderhof

Since the 100cc Green Streak was discontinued in 1972 parts have been progressively harder to find. Luckily, parts from the other small-bore Kawasaki models are readily interchangeable. Some owners have even gone so far as using Suzuki cylinders and/or Honda pistons, etc.

With our experimental Kawasaki we wanted all or at least almost all parts to be available over the counter, from local dealers, so that no foreseeable parts hassles would keep us out of competition.

The engine:

For many years it was felt that the rotary valve was the most efficient method of induction, even more so than the reed valve. The two strongest objections to reed valves were: (1) lack of throttle response, usually making it mandatory to install a larger carburetor, etc. (2) the physical restriction of the reed itself.

The first problem was the easiest to solve; use two large venturi, pumper carburetors designed to work at low velocity (the 34mm McCulloch 91 A, B or C series carburetor). The second problem (reed restriction) is partially solved by modern 4v reed cages which are more aerodynamic nan flat plate or square pyramid types.

We went one step further by doubling the number of reeds to cut velocity through the reeds in half. Then modifications to allow the carburetors to operate at this new lower velocity were applied to the needle seat level and needle valves.

So much for theory – after the rear portion of the cylinder was milled off and our fabricated reed manifold was welded on, we had to block off the rotary valve port. We also had to find a way to keep the primary compression from leaking past the right side main bearing and dissipating out into the rotary valve cavity. The rotary valve port was filled with epoxy and shaped to match the transfer cavity on the opposite side. Provisions were also made to lubricate the bearing. To hold the primary compression, we used a one-side shielded bearing and a boundary of silicone rubber around the inside of the rotary valve cavity.

The motorcycle was designed for TT-scrambles, so we were able to go to the maximum on almost everything. The exhaust port was raised six millimeters and widened to 80% of the bore. The main transfers, because of their already large size, were kept stock only re-directed to a nine degree updraft. The rear transfer port was raised 4.5mm and widened 16mm. (See Fig. 2)

Unlike most reed valve conversions, this one will work without any vent holes in the piston, because the reed valves feed through the bottom of the rear transfer port. The rear boost port is fed directly by the reeds, as well as the crankcase fuel/air mixture, as shown in Figure 1.

The exhaust system is one used in rotary valve Kawasakis with a few dimensions altered to make it more compatible for its new reed valve application. (See Fig. 3)

The engine uses a standard Trail Boss flywheel magneto, with the not-so-standard timing of 2.3mm BTDC. The point cam was Kal-garded to keep the ignition area totally free of oil. Lighting coils were removed to decrease some of the magnetic pull on the flywheel, as well as approximately two and a half pounds of needless weight.

All unnecessary engine castings were removed and trimmed back to a minimum. This was done mainly to reduce weight.

The clutch is a standard Trail Boss unit which shares the same part numbers as the Green Streak 100. The whole kick starter and ratcheting assembly was removed, saving three and a quarter pounds. The entire engine received the Kal-Gard treatment to minimize internal friction and heat buildup. We found that the Kal-Gard treatment reduced heat considerably and probably gained horsepower at the rear wheel. The process is available through our facilities at Two Stroke

Continued on page 42

Fig. 1

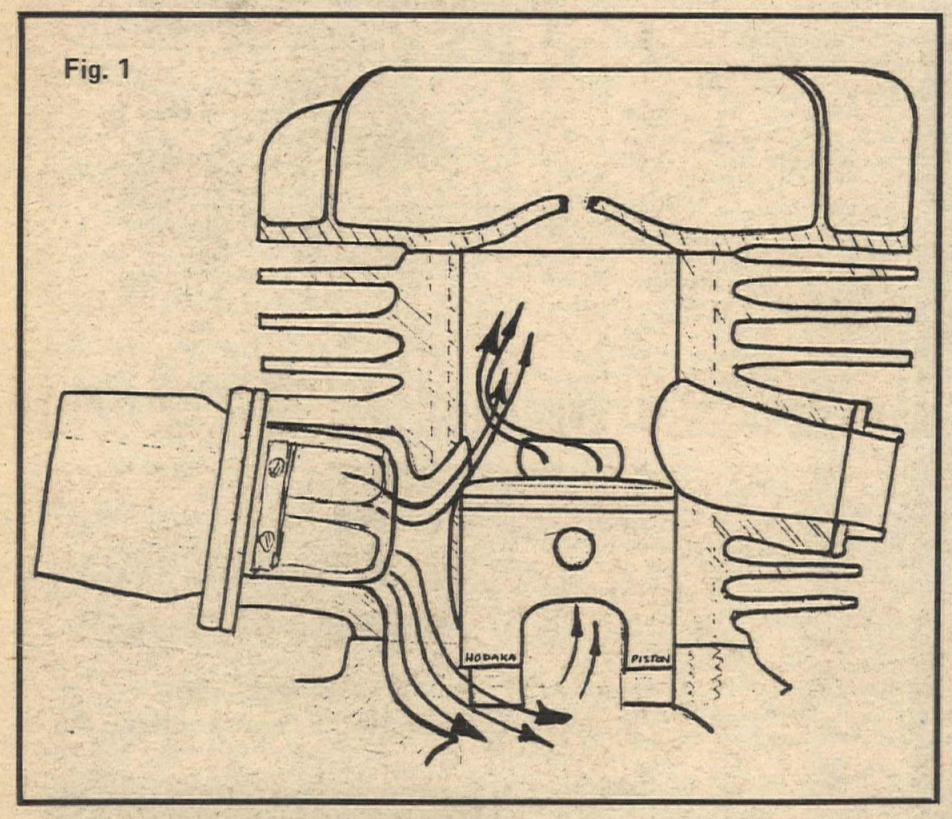
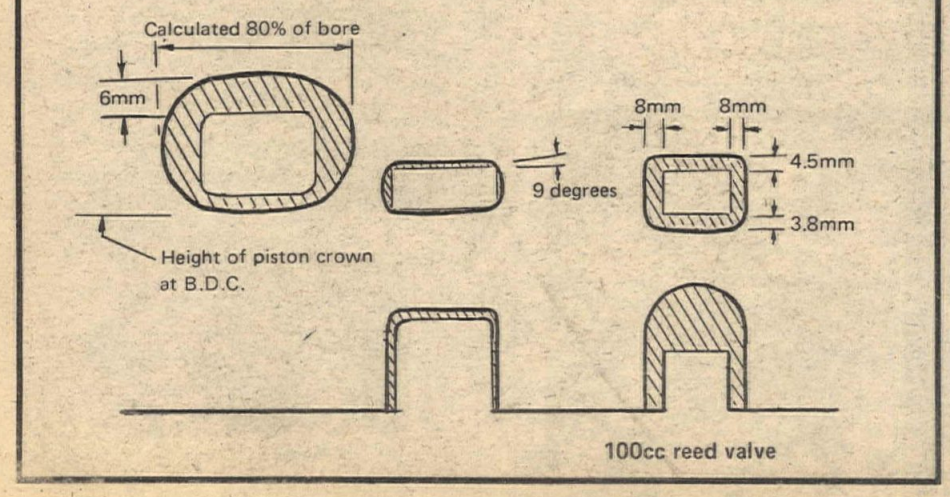


Fig. 2 Experimental Kawasaki port models



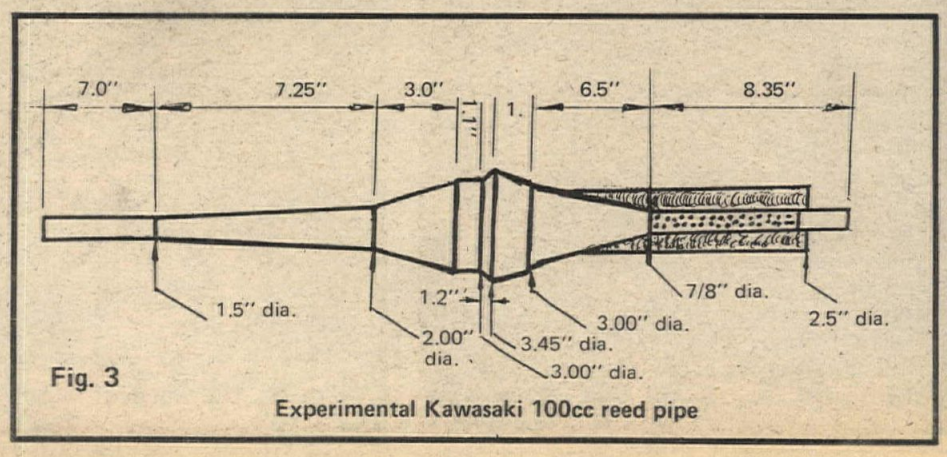
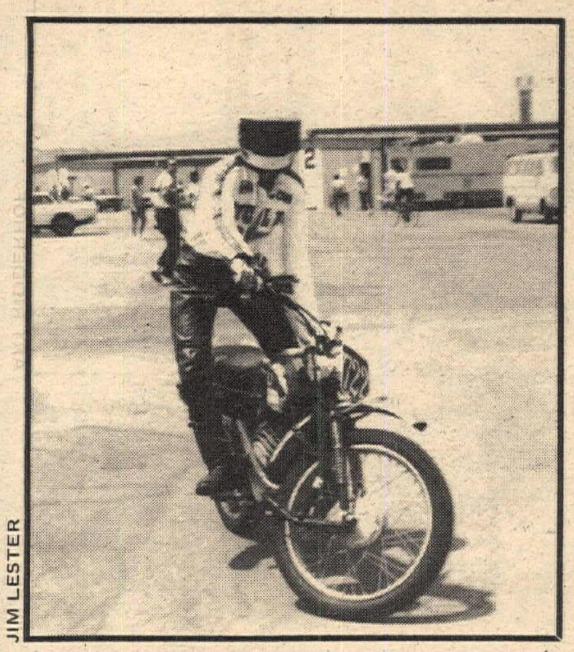


Fig. 3 Experimental Kawasaki 100cc reed pipe

KILLER DKW



JIM LESTER

Before it started its road racing career by winning four consecutive 125 Production races (the first four races it entered in California), Associate Editor John Ulrich's DKW led a varied life. Bought new in January of this year, the bike has survived 12 enduros run in the California desert, an enduro in the Sierras above Fresno, California, a Russ Darnell motocross school, an SRA Grand Prix, numerous trail and street rides, and ten damaging crashes.

At its California road racing debut, other racers laughed at the bike and its rider, saying they'd be all set if they ran off the track. At the finish, second place wasn't even in sight.

That was August 4, and the bike won the next three, August 11, September 1, and September 8. What will become of Killer Deek when it gets beaten? Maybe a little motocross . . .

DALE BROWN

JOHN HUETTER

JOHN HESSON

JOHN ULRICH

RESULTS

Short Track
Corona Rcwy.
Corona, Calif.
Sept. 4, 1974
by Tom Blattler

MINIBIKE	
Shanon Shamblin	Kaw
Jim Lucero	Tac
MINI PEE WEE	
William Kelly	Hon
Jay Morgan	Hon
Gene Jenkins	Hon
NOV MINICYCLE	
Jeff Abel	Yam
Ray Lovell	Hon
Louis Kossuth	Ind
EX MINICYCLE	
John Koogle	Hon
David DeTemple	Hon
Eddie Tafoya	Hon
100 NOV	
Ron Byers	Kaw
Rick Leway	Yam
Tony Popp	Yam
125 NOV	
Rodd Saunders	Yam
Tom DeMarco	Hon
Gary Nelson	Hon
125 AM	
Greg Bell	Hon
Wes Chandler	Kaw
Rick Naymola	Yam
125 EX	
Mike Tidwell	Yam
Rick Naymola	Yam
Bob Smallwood	Yam
250 NOV	
Don Curd	Bul
Dan Rees	Bul
Jim Roach	Yam
250 EX	
Mike Tidwell	Yam
Bob Smallwood	Yam
Terry Statum	Yam
OPEN COMB	
Jim Wright	Bul
Dean Sykes	Kaw
Rich Sweeney	Bul

CRC Motocross
Valley Cycle Pk.
Moorepark, Calif.
Sept. 8, 1974
by G.J. Bononzo

MINI BEG	
Terry Mason	Hon
Mike Spasiano	Hon
MINI NOV	
Dallas Rebello	Hon
Donald Draskovich	Hon
Tony Barbacovi	Fuj
MINI INT	
Mark Leos	Hon
MINI EX	
Jim Cote	Hon
Kurt Sofka, Jr.	Hon
David Ewing	Hon
100 BEG -16	
J.C. Lopez	Suz
John Swendsen	Yam
John L. Wilson, Jr.	Suz
100 NOV -16	
Kent Bernstein	Suz
Jim Cote	Hon
Jerry Little	Hon
100 NOV	
Jon Hans	Yam
Noel Hans	Yam
125 BEG -16	
David Sarian	Kaw
Dave Vicioso	Hon
Jerry Jeffery	CZ
125 BEG	
Allan Twombly	Hon
Dick Yeats	Hon
Norm Shwartz	Hon
125 NOV -16	
Brian Alexander	Hon
Donn Sarian	Kaw
Hector Hernandez	Suz
125 NOV	
Mark Thatcher	Hon
Larry Thompson	Yam
A. Milford	Kaw
250 BEG	
Jere Mason	Mai
Chris Smith	CZ
Greg Connor	CZ
250 BEG -16	
Greg Burgeson	Mai
Tom Bradley	Yam
Glynn Morgan	Yam
250 NOV	
Mike Smith	Mai
Richard Hurtado	Mai
Andy Segale	Hus
OPEN BEG	
Bill Hagen	CZ
Keith S. Miller	Yam
Bradford Woods	Yam
OPEN NOV	
George Hillier	Mai
Don Cheny	Mai
Eric Swan	Yam
VETS	
Dave Turnquist	Suz
John L. Wilson, Sr.	Hon
125 INT	
Bob Evans	Mnk
Rick Larson	Hon
Scott Brown	Pen
125 EX	
Mike Paulsell	Hon
Tom Barnett	Suz
Merrill Miller	Pen
250 INT	
Tim Sarian	Ric
Art Garjeda	Yam
Wayne Edwards	CZ
250 EX	
Jeff Sloan	Mai
Terry Huqueley	Bul
Chris Burgeson	Yam
OPEN EX	
William Saltzman	Hus

TT
Corona Rcwy.
Corona, Calif.
Sept. 4, 1974
by Tom Blattler

MINIBIKE	
Jim Lucero	Tac
Shanon Shamblin	Kaw
MINI PEE WEE	
William Kelly	Hon
Jim Carroll	Yam
Gene Jenkins	Hon
MINICYCLE DIV I	
Ray Lovell	Hon
Brad Kelly	Hon
Louis Kossuth	Ind
MINICYCLE DIV II	
David Oller	Hon
John Koogle	Hon
David DeTemple	Hon
100 NOV	
Rick Leway	Yam
Eddie Drake	Kaw
Tony Popp	Yam
125 NOV	
Rodd Saunders	Yam
Tom DeMarco	Hon
Phil Popp	Yam
125 EX	
Mike Tidwell	Yam
Rick Naymola	Yam
Eddie Lawson	YZ
250 NOV	
Dan Koogle	Hon
Don Curd	Bul
Jim Roach	Yam
250 EX	
Mike Tidwell	Yam
Terry Statum	Yam
Eddie Lawson	Coo
OPEN COMB	
Dean Sykes	Kaw
Doug Westly	Kaw
Terry Statum	Yam

TT Scrambles
Elsinore Rcwy.
Elsinore, Calif.
Sept. 7, 1974

MINI BEG A	
Todd Rowe	Hon
Jeff Eary	Hon
MINI BEG B	
Ronnie Rapp	Yam
Scott Watson	Hon
MINI NOV A	
Rodney Rapp	Yam
Mark Woods	Hon
MINI NOV B	
Ken McIntyre	Yam
Tony Abel	Hon
MINI AM/EX	
Ken McIntire	—
Tom Tiernan	Yam
100 BEG/NOV	
Brad Oxley	Yam
Mark Sheets	Yam
Tom Savas	Yam
125 BEG	
Brian Schmuckle	Pen
William Whitener	Pen
Gene Crownover	Yam
250 BEG	
Mike Peterson	Hon
Bill Goebel	Hon
Scott Read	Bul
125 NOV	
Ivan Oden	Yam
Larry Hayes	Yam
Guy Gulickson	Hon
500 OPEN NOV	
Rick Greene	Bul
William Fulton	Tri
Alfred Lord	Hon
SPEC NOV	
Rich Gillan	Bul
Steve Loomis	Yam
Greg Bell	Hon
100 AM	
Brad Oxley	Yam
Rich Leway	Yam
Carl Whitt	Yam
125 AM/EX	
Steve Woskoski	—
Randy McIntyre	Hon
Gordin Kidd	Yam
250 AM	
Lowell Nelson	Bul
Louis Porter	Hon
Steve Loomis	Yam
250 EX	
Bruce Reynolds	Bul
David Reinhardt	Oss
Greggory Wilhite	Yam
500 OPEN EX	
Rod Sexton	Yam
Jim Wright	Yam
Mark Reichert	Yam
SPEC EX	
Jim Wright	Yam
Rod Sexton	Yam
Steve Woskoski	—

R.A.C.E. MX
Corona Rcwy.
Corona, Calif.
Sept. 5, 1974
by T. Tube

MINICYCLES	
Toby Maynard	Hon
Chuck Becker	Hon
Vinnie DiPadova	Hon
SUPER MINICYCLES	
Paul Ballow	Hon
Vance Luevano	Hon
Todd Breker	Hon
100 BEG	
Joe Stephenson	Yam
Richard Pierce	Yam
Mark Deardorff	Hod
100 JR	
Pat Longfellow	Yam
Scott Sheedy	Hon
Jeff Morris	Yam
125 BEG	
Robert Butt	Hon
Chris Harris	Hon
Mark Lester	Hon
125 JR	
Dave Winters	Hon
Davy Jones	Suz
Jim Leis	Yam
250 BEG	
John Fitzpatrick	Hon
Ray Obermeyer	Hus
Rock Johnson	CZ
250 JR	
Wayne Mullen	Yam
Greg Kammerman	Yam
Jeff Ritz	Yam
500 JR	
Keith Long	Hus
David Aleman	Yam
Gerald Williams	Kaw
125 INT	
Mark Cook	Hon
Richee Collins	Pen
Bob Evans	Mnk
125 SR	
David Williams	Hon
Jeff Robinson	Hon
250 INT	
Rick Napier	Mai
Tom Hudson	Hus
Scott Smith	Hon
250 SR	
Brad Lynch	Mai
Dennis Hazlett	Yam
Tim Holm	Pen

Short Track
Fremont Rcwy.
Fremont, Calif.
Aug. 28, 1974
by W.H. Spencer

60 JR	
Bruce Johnson	Yam
Larry Kruseman	Yam
60 EX	
Rick Ryan	Ind
80 NOV	
Bob Cunnington	Hon
Larry Bettencourt	Hon
80 JR	
Jimmie Soto	Hon
Jeff Haney	Hon
80 EX	
Steve Lucero	Yam
Brian Thompson	Yam
100 NOV MINI	
Wayne Thompson	Yam
100 JR MINI	
Chuck Halbakken	Yam
100 NOV	
Leonard Castro	Hod
Mike Anderson	Hon
Mark Meiers	Kaw
125 NOV	
Bernd Koegler	Hon
Louie Mazur	Yam
Tim Sykes	Kaw
125 JR	
Tony Alves	Yam
Chris Dinner	Yam
125 EX	
Randy Mamola	Yam
175 NOV	
John Hegarty	Oss
John Arnold	Yam
200 NOV	
Corey Silva	Bul
Tom Cantrell	Bul
200 JR	
Dennis Sickle	Bul
250 NOV	
Joe Hardy	Bul
Ron Keiser	Suz
Al Ciacco	Suz
250 JR	
Rich Luhdorff	Oss
Phil Howard	Yam
Joey Dalla	Yam
250 EX	
Al Wood	Bul
Mike Faria	Yam
Andy Whitaker	Bul
360 NOV	
Dave Rocha	Hon
Rick Eklund	Bul
Tom Kolodzieski	Bul
360 JR	
Mark Murray	Kaw
Frank Borba	Bul
Fred Faltersack	Yam
360 EX	
Steve Carrillo	Yam
Gary Orland	Hon
Steve Eklund	Yam

D-36 Scrambles
Fremont, Calif.
Aug. 31, 1974
by W.H. Spencer

100 NOV	
Leonard Castro	Hod
Bob Souza	Kaw
Rod Shrum	Yam
125 NOV	
Scott Whitaker	Hod
Bobby Robicheaux	Yam
Bernd Koegler	Hod
125 JR/EX	
Rod Spencer	Suz
Randy Mamola	Yam
175/200 NOV	
Marlon Folden	Bul
Corey Silva	Bul
250 NOV	
Terry Smith	Yam
Rich Luhdorff	Oss
Pat Lauller	Bul
250 JR	
Phil Howard	Yam
Lynn George	Hon
Chris Paulson	Bul
250 EX	
Dennis Souza	Yam
Vince Amaral	Bul
Duane Spence	Yam
350 NOV	
Dave Rochoa	Hon
Guy Curtis	Bul
Bob Meiring	Bul
350/500 JR	
Dave Goodwin	Kaw
Errol Longboya	Hon
Rickie Eklund	Bul
500 NOV	
Don Whitlow	Yam
Bob Stevenson	Yam
Bud Muehlman	Yam
500 EX	
John Hlebo	Yam
Kim Jorgensen	Suz
Dennis Spence	Hon
650 NOV	
Dan Vargas	Tri
Ron True	Nor
650 JR	
George Taylor	BSA
Rod Pearson	Tri
650 EX	
Duane Spence	Tri
Danney Hogue	Tri
Tom Tyrell	Tri

E.C.R.A. MX
Escape Country
Trabuco Cyn., Calif.
Sept. 8, 1974

MINI NOV	
Mike McCormick	Ind
SUPER MINI 1st DAY	
Jeff Schones	Hon
Louie Garcia	Hon
SUPER MINI BEG	
Byron Barr	Hon
Dave Hughes	Hon
Bryn Jones	Hon
SUPER MINI NOV	
Sam Wille	Hon
SUPER MINI EX	
Bobby Quintin	Hon
Pete Hillebrecht	Hon
100 BEG	
Greg Tiner	—
Ronnie Strauss	Hod
Steve Tiner	Suz
100 NOV	
Eddie Sale	Yam
100 INT	
Bobby Quintin	Hon
125 1st DAY	
Jeff Wiedman	DKW
Jeff Panico	Hon
Mike Mellander	Hon
125 BEG	
Richard Busconi	Suz
Sam Vestre	Hon
Kevin Leary	Hon
125 NOV I	
Grey Lynch	Hon
Harold Heriford	Hon
Randy Skinner	Hon
125 NOV II	
Steve Moore	Hon
Ross Thompson	Hon
Ray O'Brien	Hon
125 INT	
Mike Lyons	Hon
Lee Eide	Hon
Mark Marriott	—
125 EX	
Marty Miller	Hon
Mike Thill	Hon
100 1st DAY	
Andy Blodyk	Hon
Mark Wideman	Hon
175	
Dennis Mack	Yam
250 1st DAY	
Rick Strie	Hon
Chris Boggs	Hon
Steve Gesselman	Yam
250 BEG	
Jim Howard	Hon
Mark Meyers	Hon
Steve Baker	Yam
250 NOV	
Tim Hart	Bul
Charles La Duca	Yam
Frank Nenstiel	Yam
250 INT	
Steve Damron	Yam
Dan Zickuhr	Yam
250 EX	
Hal Strauss	Mai
John Estes	Mai
Skip Porter	Bul
OPEN BEG	
Ron Powell	Yam
OPEN NOV	
Mel Kukel	Mai
Steve Talbert	Yam
OPEN INT	
Guy Austin	Mai
OLD TIMERS EX	
Dave Chandler	Yam
John McLaughlin	Hon
OLD TIMERS MAS	
Blackie Lewis	Mai
J.L. Siebrandt	Gre

Motocross
Desert Wheels
Edwards, Calif.
Sept. 8, 1974

MINI JR	
Jim Stewart	Hon
MINI NOV	
Greg Lajoie	Hon
Rick Guilmette	—
250 SR	
Tom Burgess	Yam
250 JR	
Don Smith	Bul
250 NOV	
Robbie Brand	Yam
Tim Walker	Yam
Dan Szczepanek	Yam
100 JR	
Sheldon Mensch	Yam
100 NOV	
Phil Rue	Yam
Tom Arnold	Suz
Terry Buffard	Suz
125 JR	
Rick Crady	Hon
Dan Thompson	Yam
Randy Jones	Hon
125 NOV	
Tom Dittman	Suz
Dan Dittman	Suz
Mat Haves	Hon
OPEN SR	
Lagman Gattis	Kaw
Tom Lathrop	CZ
OPEN JR	
Paul Hale	Hus
OPEN NOV	
Jeff Daly	Suz
David Clark	Suz

C.A.T. Trials
Sept. 1, 1974

EX	
Jeff Koskie	Suz
Randy Clark	Yam
Dennis Weckerly	Oss
AM	
Jesse Sommer	Mon
Mike Klatt	Mon
Tim LeBlanc	Suz
JR	
Butch Smith	H-D
Bob Winn	Hon
David Lentini	Suz
ENDURO	
Bob Fitzpatrick	Suz
Gary Mast	Oss
NOV	
John Holbrook	Yam
Mark Allen	Mon
Boyd Abbott	Oss
SR	
Cal Miller	Yam
John Foy	Mon
Bob Sommer	Mon
WOMEN	
Step. Sommer	Mon
Kris Allen	Bul
Terri LeBlanc	Mon

LVMC MX
Las Vegas, Nev.
Aug. 18, 1974

MINI PP	
Lana Kulasinovic	Hon
MINI SQUIRREL	
Korry Fox	Hon
MINI BEG 60	
Sean Steele	Hon
Patrick Steele	Hon
MINI BEG 80	
Leo Ruiz	Hon
Kevin Koefe	Yam
Mark Escoto	Hon
Johnny Day	YZ
MINI NOV DIV I	
Mike Worthington	Hon
Craig Hamilton	YZ
Bill Seifman	Hon
MINI NOV DIV II	
Stevie Sandbakken	Hon
Freddy Johnson	YZ
Jay Thom	YZ
Tony Snow	Hon
MINI AM	
Joey Dee	Yam
Troy Fitch	Bon
Donnie Toti	Hon
MINI EX	
Jimmy Kruger	Suz
Lenny Giger	Hon
100 NOV	
Ron Doems	Yam
Kenny Krumme	Yam
Robin Harris	Yam
100 AM	
Steve Jackson	Yam
100 EX	
Steve Phillips	YZ
125 NOV DIV I	
Ricky Polson	Hon
Colton Borchardt	Hon
Rick Johnson	Kaw
125 NOV DIV II	
Tony Cobb	Suz
Ricky Szebeni	Suz
Tom Bowman	Suz
Tony LaVigne	Suz
125 AM	
Pete Escoto	Hon
Fritz Moser	Hon
125 EX	
Mel Chapman	Yam
250-500 BEG	
Mike Weaver	Hon
250 NOV	
Jim Terry	YZ
David Jones	Hon
Jim LaVigne	Suz
250 AM	
Chris Andreoli	Suz
Arnold McIntosh	Yam
250 EX	
Mel Chapman	Mai
500 NOV	
Ron Harris	Bul
500 AM	
Erwin Golden	Suz
500 EX	
Mel Chapman	Mai
OVER 38	
John VanHoove	Mai

Moreno Vly. MX
De Anza Cycle Pk.
Sunnymead, Calif.
Sept. 7, 1974
by Tim Mickey

250 BEG	
Hugh Heney	Hon
Ian Zuniga	CZ
Gil Deuel	Hus
250 JR	
Jeff Ritz	Yam
OPEN BEG	
Jim Ballie	Hus
Dan Bartlett	Yam
Henry E. Clifton	Yam
OPEN JR	
David Aleman	Mai
OPEN INT	
Roger Kramar	Mai
MINI JR	
Robert Bridges	Hon
100 BEG	
Steve Rawding	Yam
Martin Williams	Yam
125 PP	
Sandy Jamerson	Hon
125 BEG	
Roy Johnson	Hon
Danny Burtt	Hon
Bob Brammer	Yam
125 JR	
Ron Cain	Suz
175 BEG	
Jim Darling	Pen
Bob Cummings	Yam
175 JR	
Richard Bartlett	Yam

Motocross
Rawhide Park
Elsinore, Calif.
Sept. 8, 1974

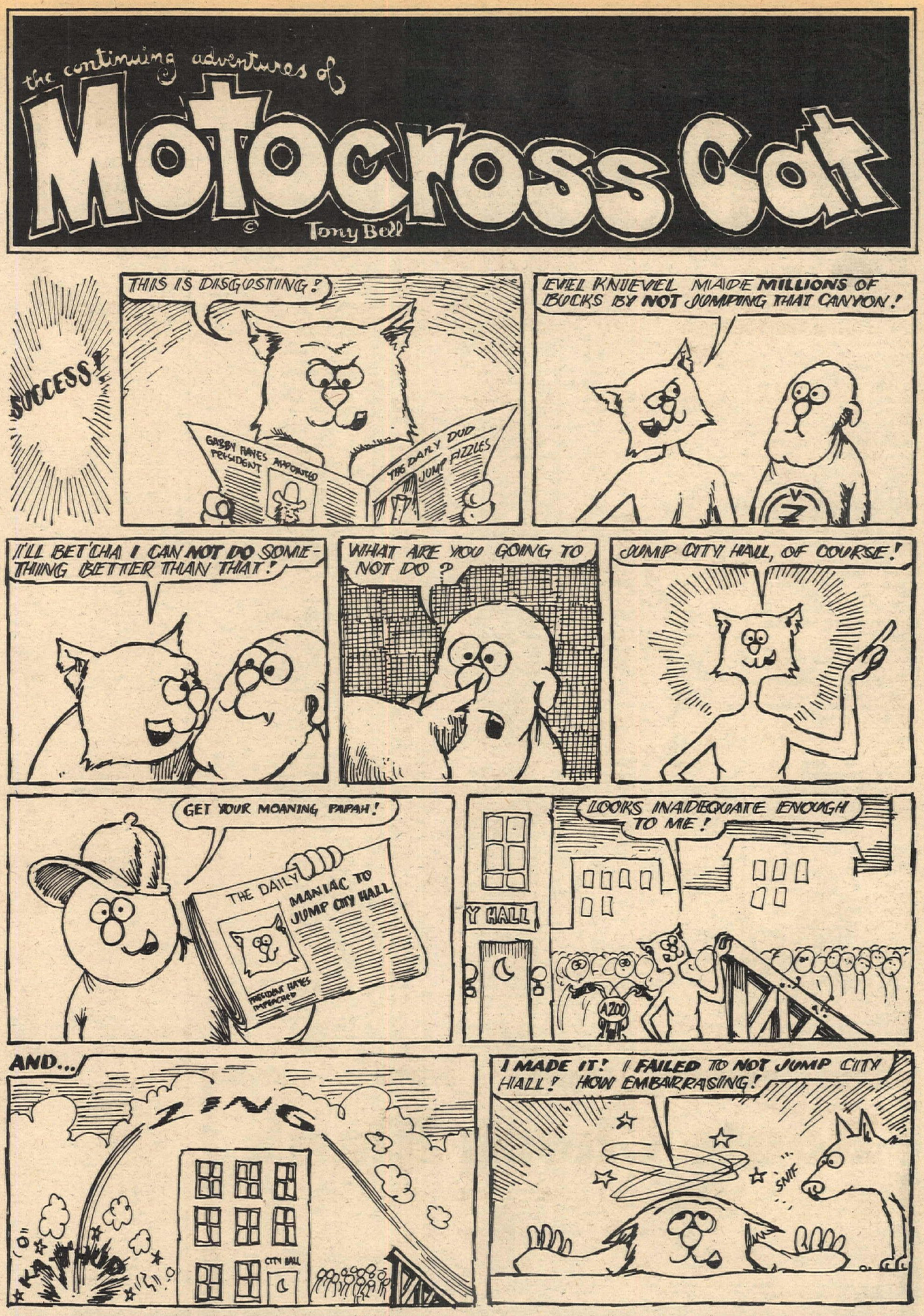
MINI	
Bill Jewett	Hon
Joey Hamilton	Hon
Chris Scott	Hon
100 BEG	
Dawn Dean	Yam
Mark Johnson	Hod
100 POWDER PUFF	
Dawn Dean	—
125 BEG	
Steve Stevens	Hon
Davy Jones	Suz
Frank Marquez	Hon
125 NOV	
Allen Williams	Hon
125 INT	
Gordy Collins	Hon
250 BEG	
Ron Tugimsh	Hus
Robert Sherrill	Hus
Mike Nicklaus	CZ
250 NOV	
Andy Scrape	Bul
Larry Wilkerson	Oss
250 INT	
Gordon Newman	Bul
350 BEG OPEN	
Ron Semas	Yam
Richard Winfrey	Hon
350 NOV OPEN	
Robert Peters	CZ
350 INT OPEN	
Gordon Newman	Bul
125 SR	
Rick Stallworth	Hon
Rusty Carter	Suz
250 SR	
Dirk Wambold	Hon
Dana Nelson	Yam
Gary Knieper	RMP

TT Scrambles
Perris Rcwy.
Perris, Calif.
Sept. 7, 1974
by Grace Burton

MINI	
Michael Sharp	Yam
Marty Jamerson	Hon
Jeff Moon	Yam
MINI	
Jeff Johnson	Hon
Portland Wright	Suz
Shawn Pettis	Yam
100 NOV	
Wes Chandler	Kaw
Tony Popp	Yam
Rob Selvy	Yam
125 NOV	
Phil Popp	Yam
Steve Coleman	Yam
Joanne Redding	Yam
125 NOV	
Joe Niehus	Yam
John Lundgren	Yam
Greg Sargent	Yam
125 AM/EX	
Mike Tidwell	Yam
Vinee Landry	Yam
Tom Dody	Hon
175/200 NOV	
Steve Coleman	Yam
Lee Luttrell	Bul
Bill Luttrell	Bul
250 NOV	
Ken Renner	Yam
Steve Bennett	Yam
Steve Bryant	Gre
250 NOV	
Scott Anderson	Bul
Mark Cortum	Yam
Arthur Junker	Yam
250 NOV	
Alex Gemmell	Yam
Chuck McConnell	Bul
John DeBruya	Yam
250 AM	
Brian Haycock	Mon
Don Snyder	Hon
Doug Davenport	Yam
250 EX	
Jeff Miller	Yam
Mike Tidwell	Yam
Don Frauenberger	Yam
NOV MOTO	
Ken Evans	Bul
John Jarrett	BSA
Mike Moon	Yam
NOV MOTO	
Jim Redding	Yam
Larry Blake	Yam
Don Krewter	Kaw
AM/EX MOTO	
Rex Hailey	Yam
Paul Lambert	Yam
Floyd Burk, Jr.	Kaw

Sprockets M.C.
TT Scrambles
Sept. 1, 1974
Bakersfield, Calif.
By AccuReport

360 EX	
Doug Garrison	Suz
Don Roberts	Yam
Wm. Edmonston	Kaw
360 NOV DIV I	
Ron White	Yam
Jack Gentry	Yam
Robert Kennedy	Yam
360 NOV DIV II	
J.D. Brown	Yam
Jim Conners	Yam
Charles Hashim	Yam
360-OPEN JR	
Joe Miller	Yam
Frank Buttke	Mai
Jimmy Jung	Tri
OPEN EX	
Frank Adamo	Tri
Randy Griffith	Tri
Rick Zimmerman	H-D
89 NOV	
Wade Williams	Hon
Gary Bowman	Hon
Todd Weisenberger	Yam
89 JR	
Duane Daily	Suz
Mike Yafchak	Yam
Johnnie McAlester	Yam
89 EX	
Mike Garrison	Yam
Jeff Gonzales	Hon
Ricky Pearce	Kam
100 NOV DIV I	
Tony Sanderson	Yam
David McWhorter	Suz
Jeff Robertson	Yam
100 NOV DIV II	
Lance Holz	Suz
Kirk Kizziar	Suz
Rick Eutsler	Yam
100 JR	
Kent Bowser	Kaw
Bob Haugh	Kaw
Rick Sullivan	Yam
100 EX	
Jim McIntyre	Suz
Kenneth Kemp	Suz
Darren Pritchett	Yam
125 NOV DIV I	
Dale Robbins	Yam
Bob Eason	Yam
DeWayne Miller	Yam
125 NOV DIV II	
Mike Yeomans	Hon
Rodney Lewis	Yam
Will Burgett	Hon
125 JR	
Aaron Hunter	Suz
Tony Bradley	Suz
Tim Clark	Suz
125 EX	
Rick Delgado	Yam
Gary Clark	Suz
Shell Borden	Ran
200 NOV	
Steve Boswell	Puc
Mike Allison	Yam
Tom Dixon	Bul
200 JR	
Steve Churchwell	Kaw
Tim Holloway	Kaw
Jon Thorpe	Yam
200 EX	
Ken Parker	Kaw
Rick Delgado	Yam
Kipp Cox	Bul
250 NOV	
Phil Taylor	Hon
Roy Knight	Yam
Mike Shultz	Hon
250 JR	
Mark Mills	Hon
Willis Pritchett	Yam
Steve Craft	Mon
250 EX	
Doug Garrison	Suz
Frank Adamo	Yam
Don Warren	Bul



CRC Team Race
Lucerne Valley, Calif.
Sept. 1, 1974
by John Hesson

MINI BEG	
1. T. Corum	Yam
John Langhammer	Hon
100 BEG -16	
1. Kenny Dodd	Yam
Joe Lockhart	Pen
2. George Strong	Yam
Joe Lockhart	Pen
3. Darrell Dorman	Hod
Lance Powerd	Hon
100 BEG	
1. Jerry Porter	Hod
Randy Porter	Hod
2. Rex Foushee	Pen
Kathy McDaniels	Pen
3. Tim McCue	Hod
Wally Lanson	Hod
100 NOV	
1. Scott Atkin	Yam
Noel Barber	Pen
2. Vance Schmid	Hod
Norm Fisher	Mon
3. West Atkin	Pen
Dale Dorman	Pen
125 BEG	
1. Bill Robertson	Hon
Jim Jackson	Hon
2. Don Aragon	Suz
Jerry Welton	Suz
3.. Dave Young	DKW
Robert Norris	Ric
125 NOV	
1. Marc Whiting	Hon
Robert Anderson	Hon
2. Rusty Greeves	Hon
Roby Chandler	Hon
3. Dale Kinney	C-A
Marlyn Kinney	Pen
125 INT	
1. Jerry Kleet	H-D
Marty Klett	H-D
125 EX	
1. William Fisher	DKW
Dennis McLaughun	Hon
175 NOV	
1. Glen Cox	Hon
Bob Fortelny	Yam
2. Don McGill	Yam
Jim Newell	Yam
3. Frank Kalty	Pen
Paul Reynolds	DKW
175 EX	
1. John Binning	Pen
John Pettis	Pen
2. Michael Quinn	Bul
Richard Young	Bul
250 BEG	
1. Neil Crane	Yam
Billy Waiters	Yam
2. Roger Miller	Hon
Dean Miller	Hon
3. Jeff Scholz	Yam
Ken Johnson	Pen
250 NOV	
1. John Mayer	Yam
Dave Jensen	Yam
2. Lee White	Hon
Aaron Regan	Yam
3. Bill Stewart	Pen
Jim Stewart	Pen
250 EX	
1. L.G. Hearn	Yam
Gordon Schmid	Yam
2. Ricke Lee	Yam
3. Dennis DeCamp	Yam
Glenn Brown	Hus
OPEN BEG	
1. Clyde Hosterman	Yam
Pete Hosterman	Hus
2. Paul Walder	Yam
Richard Washburn	Yam
3. Jim Collister	Gre
Gary Hengeveld	Bul
OPEN NOV	
1. Wayne Fuller	Hus
Cliff Ray	Hus
2. Bill Thomas	Yam
C. Ahuero	Bul
3. Jim Jackson	CZ
R. Keith Brown	CZ
OPEN INT	
1. Mike McElfresh	Hus
Don McElfresh	Hus
2. Mike Powers	Hus
Louise White	Hus
3. Danny Rockwell	Hus
Roger Miller	Hus
OPEN EX	
1. John Mosely	Hus
Fred Boyles	Hus
POWDER PUFF	
1. Sue Young	Hod
2. Kathy Campbell	Suz
Shirley McGurk	Yam
3. Billie Ostroski	Yam
Ditra Ostroski	Yam

ROUTE CHECK

Twentynine Palms to DeAnza Cycle Park

I need a ride to "DeAnza" with my bike — 125 Elsinore. Will pay half of gas. Call Wayne (714) 367-7738. (37/4x)

Irvine to Local MX Races

Yamaha 100 MX rider needs a ride to MX races anywhere every Sunday or Friday. Call after 7:00 p.m. Please help. Vincent (714) 838-7927. (34/4x)

City of Orange To All D-37 MXs

250 Elsinore Novice. Has Chevy Love truck, going to all D-37 MX races and CMC on off weeks. Give me a call. Jim, before 2:00 (714) 997-5215. (27/4x)

La Canada to Dunes or ?

I am a Moto-X freak. I don't race yet because I don't have practice. I have a Monark GS 125 and I am 14. Call anyway — huh? Tony (213) 790-4371. (34/4x)

La Mirada to Mojave

Have room for 2 or 3 more bikes. ¾ ton Chevy Long Horn pick-up. Have cabin, cowtrail and cross country. Truck carries 75 gallons gas. Split expenses. After 6 p.m., ask for Mike (714) 522-2219. (26/TFN)

Palos Verdes to D-37 Desert—GPs

No. 7 D-37 desert Powder Puff needs ride to races. I've never broke. Please!! Iwant to stay No. 7!? Will share expenses. Call Lisa before 3:00 Mon.-Fri. (213) 377-9766. (33/4x)

From Torrance to ?

Broke my wheels, need ride to MX races on Sundays. AME, CMC, District 37 or anything. Have 250 CZ, age 19. James (213) 323-4576. (20/3x)

La Canada to MX Races

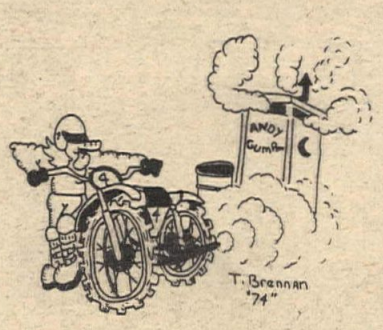
Please help!? I'm an MX freak — but my friends have lost interest. Can't get a ride to MX races on Sunday. Will split gas. I ride a 250 CZ. Help!? Greg (213) 248-5474. (27/4x)

S.F. Valley to Indian Dunes

Nick and bike would like ride to Dunes any day of week. I have a Suzuki 125 and will pay half of gas. Nick (213) 997-1367. (34/4x)

Fresno to MX — DRA — D-37

Have room for 1 or 2 riders and bikes or will share expenses. I race every weekend. Call Chuck (209) 255-9596 or (209) 448-3707. (37/4x)



"I'll get him out of there!"

B.O.S.S. MX
Dixon, Calif.
Sept. 1-2, 1974
by Ted Rogers

POWDER PUFF	
Amy Johnson	Yam
100 NOV DIV I	
Jay Dargart	Hon
John Bullock	Yam
Keith Triplett	Hod
100 NOV DIV II	
Robert Norton	Suz
Jeff Timmerman	Yam
John Dossey	Suz
OLD TIMERS	
Johnnie Hall	BSA
Dick McCormick	Kaw
VET	
Maurice Brown	Bul
Roger Hall	Mai
MINI JR	
Mike Fudge	Ste
Jeff Wells	Hon
MINI EX	
Ron Combs	Hon
Phil Bakarich	Hon
Lee Besardi	Hon
125 EX	
Dan Turner	Hus
Stu Bussert	Hon
Chuck Goodrich	Hon
125 INT	
Phil Crane	Hon
Scott McKay	Hon
Dan Cantaloup	Hus
125 NOV DIV I	
Darrell Shultz	Bul
Stirling West	Hon
John Baca	Hon
125 NOV DIV II	
Tom Landgarf	Hon
Chalma Roberts	Hon
Ron Nielsen	Yam
125 NOV DIV III	
David Wood	Hon
Mike Helger	Hon
Russ Kennedy	Hon
125 NOV DIV IV	
Wayne Murray	Hon
Bob Myers	Yam
Jim DaPrata	Pen
250 EX	
Dan Turner	Hus
Kevin Henry	Bul
Brian Jodry	Hon
OPEN EX	
Jim Thomas	Bul
Ken Sisler	Bul
250 INT	
Chris Grewer	Yam
Ken Neese	Hon
Scott Biarda	Hus
250 NOV DIV I	
Perry Ganna	Yam
Nick Jabbel	CZ
Ken Regan	Suz
250 NOV DIV II	
Bill Johnson	Yam
Mel Hendrix	Hon
Bruce Logan	Bul
250 NOV DIV III	
Peter Evans	Yam
Mike Schwegman	Yam
Marty Kitsmen	Hus
OPEN INT	
Harry Bellicitti	Yam
Rich Timossi	CZ
Terry Hicks	Hus

CMC Short Track
Chico, Calif.
Sept. 7, 1974
by Rex Backman

100 NOV	
Dan Fowler	Yam
Spud Sudburry	Yam
125 NOV	
Rick Schambler	Hon
Jim Hanks	Suz
Jerry Amos	Hon
175 NOV	
Matt Braswell	Yam
Paul Martin	Suz
200 NOV	
Ron Juney	Bul
Tom Cantrell	Bul
250 NOV	
Mike Hall	Bul
Darrell Nakao	Hon
Paul Meyer	Cop
200 JR	
Jeff Fowler	Bul
John Williams	Bul
250 JR	
Mike Freeman	Bul
Matt Jackson	Bul
Duke Nistchke	Bul
250 EX	
Jim Hubbard	Yam
Cliff Hylton	Yam
Shane Scott	Yam
360 EX	
Steve Dietz	Bul
Lowell Moural	Yam
Manuel Crummett	Bul
200 HANDICAP	
Cliff Hylton	Yam
John Williams	Bul
Dan Moser	Bul
250 HANDICAP	
Duke Nistchke	Bul
Bill Zirkle	Yam
Robin Hill	Bul

AMA Pro Half-Mile
San Jose, Calif.
Sept. 2, 1974
by W.H. Spencer

NOV MAIN	
Scott Pearson	Kaw
Steve Eklund	Yam
Chuck Miller	Yam
Pat Gutherie	Kaw
Lowell Moural	Yam
JR MAIN	
Alex Jorgensen	Tri
Bruce Hanlon	H-D
Tom Kopriva	Yam
EX MAIN	
Rick Hocking	Yam
Jim Rice	H-D
Bob Sanders	Yam
Paul Bostrom	H-D
Eddie Wirth	Yam

Int'l. 500
Lauw, Belgium
Sept. 1, 1974

K. Vehkonen	Hus 1/2
H. Mikkola	Hus 3/1
R. Heeren	Mai 2/3
G. De Roover	Hus 4/4
R. Vandervorst	Hus 6/5
Fr. Wellens	Mai 5/7
Fr. Gremmelprez	Mai 11/6
Van Bellinghen	Mai 9/3
J. Corbeels	Yam 12/9
L. Bex	Bul 13/11

AFM Road Race
Ontario M.S.
Ontario, Calif.
Sept. 9, 1974

125 PROD	
John Ulrich	DKW
Tom Maguire	Hon
Jim Lester	Yam
200 PROD	
Don Unger	Bri
John Chermak	Yam
Steve McKennan	Yam
250 PROD	
Tyson Branyan	Yam
Wally Karpynec	Suz
Glenn Billings	Yam
350 PROD	
Scott Clough	Yam
Dale McCreary	Yam
Bob Tigert	Yam
500 PROD	
Shepard Reid	Suz
OPEN PROD	
Cook Neilson	Duc
Ed Unini	Hon
Quentin Hogan	Kaw
50 GP	
Steve Zimmerman	Ita
Dennis Hunter	Ita
Andy Smith	Ita
100 GP	
John Karns	H-D
Mike McAvoy	Yam
Jim Tank	Yam
125 GP	
Pedro Gallinucci	Yam
Jim Keys	Yam
Robert Rief	Yam
200 GP	
Ralph LeClercq	Duc
Dick Pearce	Gre
Larry Cochran	Oss
250 GP	
Ron Pierce	Yam
Skip Askland	Yam
Mike Devlin	Yam
350 GP	
Bob Endicott	Yam
Darrell Lee	Yam
Mike McClain	Yam
OPEN GP	
Ron Pierce	Yam
Steve Mallonee	Yam
Wes Cooley	Yam
SIDECARS	
Masella/ Strichler	Hon
Garnett/ Stewart	Kaw
Bender/ Koop	Kaw

E.C.R.A. MX
Escape Country
Trabuco Cyn., Calif.
Sept. 7, 1974

SUPER MINI 1st DAY	
Robert Beaver	Hon
SUPER MINI BEG	
Paul Frazier	Hon
John Hays	Hon
SUPER MINI NOV	
Dee Tryon, Jr.	Hon
SUPER MINI EX	
Bobby Tryon	Hon
100 1st DAY	
Ron Kain	Kaw
100 BEG	
Mike Tarter	Hon
David Moore	Yam
100 NOV	
Elwood Trotter	Yam
100 INT	
Dave Dickenson	Yam
125 1st DAY	
Chuck Halton	Hus
Don Beggman	Suz
125 BEG	
Neil Beverage	Hon
George Wagner	Suz
Herschel Tempkins	Hon
125 NOV	
Bob Bourne	YZ
Larry Lewellen	Hon
Paul Ivie	YZ
125 INT	
Greg Barrett	Hon
175	
Jim Ray	Yam
250 1st DAY	
Robert Cavajoe	Hus
250 BEG	
Mark Sauer	Pen
250 NOV	
Russ Christensen	Hus
Bob Savage	Hon
Mark Taylor	Kaw
250 INT	
Corey Bogane	YZ
250 EX	
Skip Porter	Bul
OPEN BEG	
Jack Stalwaker	Bul
OPEN NOV	
Walter Boris	Hus
OPEN INT	
Del Pitzer	—

Ascot Summer Series Final Point Standings

EXPERTS	
Rob Morrison	937
DeWayne Keeter	613
Danny Hockie	528
Eddie Wirth	492
Tom Horton	365
Rick Hocking	356
Bob Sanders	320
Ron Moore	312
JUNIORS	
Alex Jorgensen	860
Tom Berry	680
Rick Kraft	560
Skip Aksland	510
Mike Myers	510
Walt Foster	360
Ryan Gifford	320
Dennis Briggs	290
NOVICES	
Elbert Turner	915
Dan McWhorter	760
Steve Eklund	694
Brian Garcia	686
Mike Thomsen	307
Brent Knauer	300
Rod Sexton	235
Rex Hailey	225

TT Scrambles
Perris Rcwy.
Perris, Calif.
Aug. 3, 1974
by Grace Burton

MINI	
Marty Jamerson	Hon
Mike Sharp	Yam
Mike Johns	Yam
100 NOV	
Paul McPherson	Yam
Dylan Nrihart	Yam
Ron Wood	Kaw
100/125 AM/EX	
Mike Minning	Yam
Joe Monohan	Yam
Wayne Rainey	Hon
125 NOV	
David Monohan	Yam
David Anderson	Yam
Ron Nuesse	Suz
125 EX	
Charles Summers	Yam
Steve Woskoski	Yam
Danny Perkins	Yam
250 NOV	
Mike Perez	CZ
Freddy Sidner	Bul
250 NOV	
Gary Whitehead	Oss
Don Snyder	Hon
Scott Anderson	Bul
250 AM/EX	
Don Frauenberger	Yam
John Sperry	Suz
Marc Jones	Kaw
NOV MOTO	
Steve Miller	Yam
Ken Fuller	Bul
Lee Wheeler	Yam
NOV MOTO	
Jim Redding	Yam
Clyde Dennen	Suz
Donnie Curd	Bul
NOV MOTO	
Fred Paxton	BSA
Harold Hanvey	Tri
Harold Allison	Yam
AM/EX MOTO	
Terry Traver	Yam
Rick Talbot	H-D
Tim Obshire	CZ
AM/EX MOTO	
Rex Hailey	Yam
Elbert Turner	Gri
Mike Myers	Yam

CMC Motocross
Ascot Park
Gardena, Calif.
Sept. 11, 1974

MINI EX	
Doug Nicol	Hon
Ron Utaski	Hon
MINI JR	
Russ Eide	Hon
Warren Lowe	Yam
100 JR	
Bob Tocco	Suz
Dan Letson	Suz
Dan Westergaard	Yam
125 JR DIV I	
Mark Fowler	Hon
Tim Watanabe	Hon
Brad Osborne	Hon
125 JR DIV II	
Lee Eide	Hon
Scott Breithaupt	Yam
Wayne Rich	Hon
125 JR DIV III	
Victor Silver	Yam
Mike Futch	Kaw
Sal Silva	Suz
250 JR DIV I	
Tom Mayfield	CZ
Jim McCartney	Yam
Corey Bogane	Yam
250 JR DIV II	
Jim Welch	Hon
Kelly Saulie	Mon
Joe Stern	Mon
500 JR	
Jeff Jackson	Suz
Pat Cashman	CZ
Gene Fish	Mai
125 INT	
Joe Plante	Hon
Mark Nearing	Hon
Dan Buie	Hon
250 INT	
Dan Jarrin	Mai
Calvin Uyeda	Hon
Roger Smith	Yam
500 INT	
Cliff Hicks	Suz
Ollie Senechal	Yam
Mike McDonald	Mai
125 PRO	
Mike Bell	Hon
Don Bongiorno	Hon
Jeff Bunn	Hon
250 PRO	
Joe Johnston	Oss
Brad Morrison	Bul
Calvin Weber	Mon
500 PRO	1500 PRO
Luke Messer	Mai
Bill Rubly	CZ
Curtis Lessel	Mai

Motocross
Las Vegas MC
Las Vegas, Nev.
Sept. 8, 1974

MINI BEG 60	
Doak Wachtel	Hon
Mike Williams	Hon
MINI BEG 80	
Terry Cartwright	Hon
Lana Kulasinovic	Hon
Bob Saitta	Hon
MINI POWDER PUFF	
Maureen Sendziak	Ind
Vesna Kulasinovic	Yam
Alicia DeLuca	Hon
MINI NOV DIV I	
Craig Hamilton	Yam
Bill Seifman	Hon
Fred Johnson	YZ
MINI NOV DIV II	
Tony Snow	Hon
Jay Biddle	Hon
Randy Cook	Yam
MINI AM	
Joey Dee	Hon
Doug Gregory	Hon
George Fooshee	Suz
MINI EX	
Lenny Giger	YZ
Marv Chapman	Hon
David Thomsen	YZ
100 NOV	
Dan Holtz	Yam
Jack Ramsay	Suz
Dan Kinshella	Yam
100 AM	
Kenny Krumme	Yam
Steve Jackson	Yam
Ron Deems	Yam
100 EX	
Lance McCarty	YZ
Steve Phillips	Yam
OVER 38	
John VanHoove	Mai
Roy Wachtel	Suz
Richard Dashley	—
125 NOV DIV I	
Colton Borchardt	Hon
Martin Ansorge	Suz
Larry Logsdon	Suz
125 NOV DIV II	
Bob Armijo	Yam
Tony Cobb	Suz
Rick Johnson	Kaw
125 AM	
Randy Kimbrough	Hon
Leonard Sikorski	Hon
Fritz Moser	Hon
125 EX	
Jerry McKinlay	Hon
Tim Bowman	DHS
Mel Chapman	Yam
250 NOV	
David Jones	Hon
Earl Linnell	Yam
Peter Anderson	PDV
250 AM	
Todd Hall	Mai
Pat Mulcahy	Bul
Michael Hines	Yam
250 EX	
Gregg Smith	YZ
Mel Chapman	Oss
Daryl Mason	Oss
500 NOV	
Ron Harris	Bul
Kent Farmer	Suz
Bobby Williams, Jr.	Bul
500 AM	
Randy Finch	Hus
Dennis Johnson	YZ
Erwin Golden	Suz
500 EX	
Jim Keeton	HM
Mel Chapman	Mai
Floyd Dunn	Mai

Route Check Blank

Gas pains gettin' to ya, booby? Wow, what a bummer. For **ABSOLUTELY NOTHING** we're going to help you get to school, work, or the **RACE.** Yeah, that's important, ya know? If you'd like to help your fellow biker and meet some neat people, put a listing in our column. Send your first name, your phone number, and the approximate places that you travel to and from and on what days of the week you do so.

All ads are free — save gas — pool your van.

Name PLEASE PRINT!

Address City State Zip

City to City

Check how long you want your ad to run
☐ 1 time ☐ 2 times ☐ 3 times ☐ 4 times

Area Code Phone Number

RESULTS

CMC Motocross
South Bay Spdwy.
Chula Vista, Calif.
Sept. 11, 1974

MINI STOCK	
J. Simpson	Hon
M. Golden	Hon
B. Antonacci	Hon
MINI MOD	
B. Antonacci	Hon
J. Simpson	Hon
J. Sotelo	Yam
100 JR	
E. Wyckoff	Suz
M. Quintana	Suz
D. Connors	Hon
POWDER PUFF	
N. Wilson	Suz
D. Prantner	Hon
125 INT	
B. Glover	Hon
B. McNamara	Hon
E. Emde	Kaw
125 JR DIV I	
A. Kaul	Yam
D. Johnson	Hon
E. Mullenix	Yam
125 JR DIV II	
C. Duran	Hon
S. Gomez	Yam
R. Miller	Hon
125 JR DIV III	
Bob Murray	Hon
P. Dwyer	Suz
M. Quintana	Suz
250 INT	
C. Contreras	Yam
T. Smith	Hon
G. Cox	Hon
250 JR DIV I	
D. Jennings	CZ
K. McClendon	Hus
B. Simpson	Hon
250 JR DIV II	
M. Uyeda	Yam
T. Kelley	Suz
M. Farmer	Suz
500 JR	
M. Birditt	Mai
R. Deitchman	BSA
E. Rock	Hus
125 PRO	
J. Tessitore	Ban
T. Croft	Hod
D. Turner	YZ
250 PRO	
D. Stafford	CZ
D. Wambold	Hon
M. McGowen	Kaw
500 PRO	
M. Stearns	CZ
D. Anderson	Hus
T. Barlow	Bul

Trials
Nevada Bogwheeler
Kyle Canyon, Nev.
Sept. 8, 1974
by Mike Habbeshaw

EX	
J. Koskie	Suz
M. Habbeshaw	Bul
G. Relyea	Bul
AM	
M. Miller	Yam
E. Oldroyd	Yam
R. Nelson	Hon
NOV	
K. Koskie	Suz
W. Teagarden	Yam
G. Mayer	—
WOMENS	
F. Oldroyd	Hon
J. Habbeshaw	Alp
J. Barr	Hon
KIDS	
A. Miller	Yam
L. Nelson	Hon
R. Barr	Hon
Y.M.C.A. KIDS	
B. Barnett	Hon
C. Tshundy	Hon
T. Perrott	Hon

SRA Speedway
Indian Dunes
Valencia, Calif.
Sept. 7, 1974
by S. Richards

HANDICAP MAIN	
Dick Lewis	
Ralph Castor	
Phil Moon	
Max Koemans	
Rick Holbert	
SCRATCH MAIN	
Bob Schwartz	
Jim Fishback	
Ralph Castor	
Brian Short	

Old Timers
National MX
Fox Hollow
Woodburn, Ore.
Sept. 2, 1974
by Jan Newman

OLD TIMERS NOV	
Bert Hill	Mai
Dick Brown	Hon
Al Mather	Yam
OLD TIMERS AM	
Al Clapp	Hus
Roy Hall	Hus
Bill Downey	Gre
OLD TIMERS EX	
Elmer Reimer	Yam
Vern Amor	Hon
Bill McCandless	Hus
OLD TIMERS MAST	
Joe McKenzie	Mai
Stan Johnson	Hus
Ron Brown	Yam
MINI JR	
Chris Selnes	Hon
Tim Wiles	Yam
Heinze Zimmerman	Hon
MINI INT	
Eddie Wagstaff	Yam
Kevin Ambrose	Yam
Mike Richartz	Hon
100 GRAND PRIX	
Wilbur Perkins	Suz
Cole Chancellor	Hon
Mike Richards	Yam
125 GRAND PRIX	
Jim Pike	Hon
Tim Michelitch	Hon
David Albert	Hon
250-OPEN JR	
GRAND PRIX	
Gordon Aulenback	Yam
Ron Wallace	Bul
Lonnie Nyseth	Mai
250-OPEN EX	
GRAND PRIX	
Orville Geelan	CZ
Barney Newman	Mon
Dale Geelan	CZ
POWDER PUFF	
Jan Bronson	Yam
Jeannie Pike	Hon
Lynette Thrasher	Hon

TT Scrambles
Perris Rcwy.
Perris, Calif.
Aug. 31, 1974
by Grace Burton

MINI	
Marty Jamerson	Hon
Michael Sharp	Yam
David DeTemple	Hon
100 NOV	
Bob Hall	Yam
Jimmie Sarver	Yam
Kevin Kring	Kaw

TROPHY PICKUP

Each listing $1.00 per week. Send to Cycle News, Box 498, Long Beach, CA 90801.

Brushbusters Trophies pick up Sept. 22, Desert Vipers race or call 213/331-6827. (37)

Dustmakers M.C. trophies may be picked up Sept. 21, Sat. and Sun. at Desert Vipers race, or call (213) 337-0123. (37)

125 NOV	
Ron Nuesse	Suz
David Ochoa	Kaw
Philip Popp	Yam
125 NOV	
Tony Popp	Car
Dylan Neihart	Yam
Greg Kelso	Hon
125 AM/EX	
Glen Barrett	Kaw
Jon Waples	Kaw
Vince Landry	Yam
175 NOV	
Steve Colman	Yam
Charles Fouty	Yam
Gary Ludwig	Yam
250 NOV	
Doug Davenport	Yam
Scott Anderson	Bul
David Piker	Mai
250 NOV	
Ken Renner	Yam
John Garcia	Yam
Arthur Junker	Yam
250 AM	
Dorothy Rowe	Yam
Dave Johnson	Yam
Mike Brown	Yam
250 EX	
Don Frauenberger	Yam
Jeff Miller	Yam
Scot Nicol	H-D
NOV MOTO	
Harold Hanvey	Tri
Lonnie Martin	Tri
Si Porter	Tri
NOV MOTO	
Jon Wells	Yam
Larry Blake	Yam
Wayne O'Bleness	Yam
NOV MOTO	
Gary Smith	Yam
Fred Paxton	BSA
David Fletcher	Yam
AM/EX MOTO	
Steve Miller	Yam
Mike Barrett	Yam
C.H. Wheat	Mai
AM/EX MOTO	
Rex Hailey	Yam
Steve Nichols	Yam
Scot Nicol	H-D

R.A.C.E. MX
Corona Rcwy.
Corona, Calif.
Sept. 12, 1974

MINI REG	
Tom Lawyer	Hon
Brent Rouhe	Hon
Vinnie DiPadoua	Hon
MINI SUPER	
Paul Ballow	Hon
Vance Luevano	Hon
100 JR	
Scott Sheedy	Hon
Tim Harris	Yam
Ron Baker	Yam
125 BEG	
Greg Harris	Yam
David Frimodig	Hon
Mark Lester	Hon
125 JR	
Larry Shadbolt	Hon
Chris Harris	Hon
Davy Jones	Suz
125 SR	
David Williams	Hon
Floyd Burk, Jr.	Kaw
Joe Castro	Hon
250 BEG	
C. Boesen	Oss
Rock Johnson	CZ
Raym Obermeyer	Hus
250 JR	
Jeff Ritz	Yam
Donny Boyd	Hon
Greg Kammerman	Yam
250 INT	
Jim Trask	Bul
Rick Napier	Mai
250 SR	
Brad Lynch	Mai
Tom Holm	Pen
500 JR	
Greg Green	Mai
Bill Kissell	Bul
David Hart	CZ

Speedway
Bakersfield, Calif.
Sept. 11, 1974
by D. Greene

Steve Bast	16
Bill Cody	11
Larry Shaw	11
Jeff Sexton	11
Alan Christian	9
Mike Konle	8
Steve Nutter	7
Scott Sivadge	6
Rich MacMurray	6
Norm Denny	6
Les Chanky	6
Mark Cherf	5
Guy Waterson	4
Mike Curoso	4
Bruce Penhall	3

Speedway
Irwindale, Calif.
Sept. 12, 1974
by D. Greene

SCRATCH MAIN	
Bill Cody	
Rick Woods	
Larry Shaw	
Dan Becker	
HANDICAP MAIN	
Dubb Ferrell	
Mike Konle	
Sonny Nutter	
Mike Muntean	
Dave Sims	
Rick Woods	

Speedway
Ventura, Calif.
Sept. 10, 1974
by D. Greene

SCRATCH MAIN	
Mike Curoso	
Dan Becker	
Sonny Nutter	
Steve Bast	
HANDICAP MAIN	
Bill Meister	
Steve Bast	
Dan Becker	
Bruce Penhall	
Dean York	
Brad Newell	

Speedway
Costa Mesa, Calif.
Sept. 13, 1974
by D. Greene

SCRATCH MAIN	
Sonny Nutter	
Mike Konle	
Steve Nutter	
Dan Becker	
HANDICAP MAIN	
Dubb Ferrell	
Les Chanky	
Jan Ballard	
Bill Firnhaber	
Mike Muntean	
Rick Woods	

Motocross
Corona Rcwy.
Corona, Calif.
Aug. 6, 1974
by Elaine Jones

MINI DIV I	
Tony Cotta	Hon
David Oller	Hon
Steve Mueller	Hon
MINI DIV II	
T. Stubblefield	Hon
Chris Cannon	Yam
Mike Crandall	Yam
100 NOV	
Scott Sheedy	Hon
Mark Shelton	Kaw
Jerri Fringer	Yam
125 DIV I	
Scott Cates	Hon
Russ Hadley	Suz
Jon Smith	Hon
125 DIV II	
Lee Caldwell	Bul
John Hossman	Hon
Charley Starr	Hon
125 AM	
Gordy Collins	Hon
George Forte	Hon
Steve Marks	Hon
125 EX	
David Williams	Hon
Rick Stallworth	Hon
Floyd Burk, Jr.	Kaw
250 NOV	
Rod Anderson	Yam
Davey McEwan	CZ
Jim Hudson	Hon
250 AM	
Ruben Durazo	Suz
Dwayne Vanderby	Kaw
Duane Guetschow	Yam
OPEN NOV	
Bob Crandall	Suz
Tim Vincent	Suz
Rich Prouty	Suz

Prospectors M.C.
Hare & Hound
Lucerne, Calif.
Sept. 15, 1974

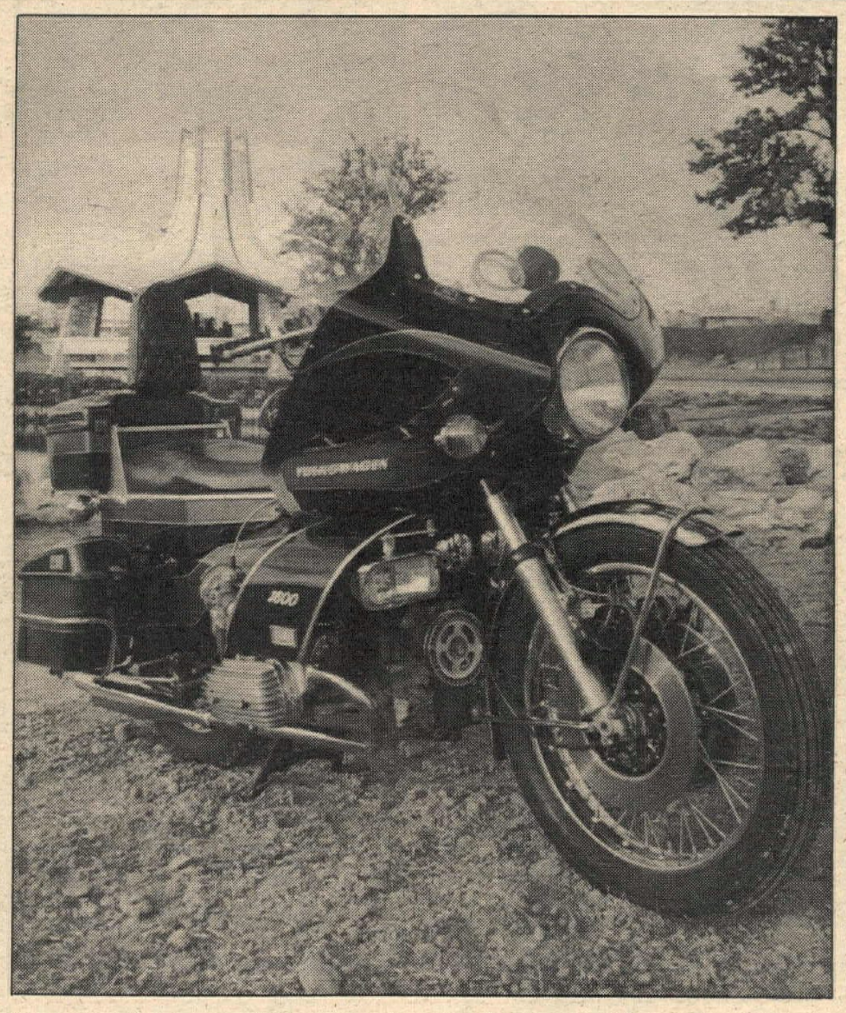
OVERALL	
Mitch Mayes	E Hus
Kevin Hasten	E CZ
Jack Johnson	E Yam
Cordis Brooks	E Bul
A.C. Bakken	E Hus
Benny Padilla	E Yam
Jeff Kirk	E Yam
Dan Dawson	A Yam
Charles Gates	E Yam
Tom Brooks	E Bul
Birdie	E Bul
Steve Subith	E Hus
Dean Modesset	E Pen
Andy Kirker	E Yam
Art Knapp	E Hus
Bob Romine	E Suz
Ed Whiteside	E Yam
Randy Flemming	E Yam
Steve Eckhart	E Yam
250 AM	
Dan Dawson	Yam
Robert Wadlow	CZ
Ed Ronie	CZ
400 AM	
J.B. Wise	Hus
Douglas Churchill	Hus
175 EX	
Dean Modesset	Pen
Andy Kirker	Yam
Max Eddy	Yam
100 EX	
Charles Hammill	Pen
Terry Raye	Mon
Doug Martin	Hod
175 AM	
Danny Williams	Hon
Bob Terrazas	Pen
J. Marsh	Bul
250 NOV	
J. Stankavich	Suz
W. Roth	Bul
175 NOV	
G. Evans	Pen
100 NOV	
Gregg Hotzenbueler	Hod
Gary Williams	Hod

CMC Motocross
Saddleback Pk.
Orange, Calif.
Sept. 15, 1974
by A. Shepherd

MINI	
Shannon Spence	Hon
Stewart Boyd	Bnt
Lance Moorewood	Ind
100 JR	
Bill Fluor	Suz
125 JR DIV I	
Arden Hadley	Hon
Neal Potter	Hon
Bob Shepard	Yam
125 JR DIV II	
Rocky McKee	Hon
Greg Gannon	Hon
Mart Pittillo	Hon
250 JR DIV I	
Scott Gillman	Yam
Kirk Bassett	CZ
Ron Thompson	—
250 JR DIV II	
Aaron Bassett	CZ
Greg Bebeck	Yam
Harry Shenk	Hus
500 JR	
Rick Sanford	CZ
Mike Thayer	CZ
Russell Long	Mai
125 INT	
Mark Harrington	Hon
Alan Smith	Hon
Scott Pittillo	Hon
250 INT DIV I	
Danny Welch	Yam
John Estes	Mai
Raymond Macias	Hon
250 INT DIV II	
Dana Slater	Yam
Paul Vogelsang	CZ
Gordon Newman	Bul
500 INT	
Steve Dahlstrom	CZ
Kirk Houghton	CZ
Rory Holladay	Mai
125 PRO	
Bruce McDougal	Hon
Tommy Croft	Fra
Dave Eropkin	Hon
250 PRO	
Rich Eierstedt	Hon
Marty Smith	Hon
Billy Payne	Mai
500 PRO	
Jim Wilson	CZ
Wayne Boyer	Che
Luke Messer	Mai

CMC Motocross
Irwindale Rcwy.
Irwindale, Calif.
Sept. 13, 1974
by A. Shepherd

MINI EX	
Joe Tucci	Kaw
Bill Fancher	Hon
Lance Moorewood	Yam
MINI JR DIV I	
John Burrows	Hon
Gary Tafoya	Suz
John Koogle	Hon
MINI JR DIV II	
Bob Hadley	Hon
Lynn Worley	Hon
Mike Palumbo	JBR
100 JR DIV I	
Steve Nestle	Hod
David Bau	Suz
Jim Alexander	Yam
100 JR DIV II	
Bob Tocco	Suz
Mark Cartwright	Pen
Jeff Cauby	Yam
125 JR DIV I	
Dave Fox	Hon
Bob Johnston	Hon
Glen Hammond	Hon
125 JR DIV II	
Guy Denton	Hon
Greg Wilson	Hon
Ross Thompson	Hon
125 JR DIV III	
Pat Delligatta	Hon
Dan Atencio	Hon
Steve Haase	C-A
250 JR DIV I	
Tim Silva	Hon
George Snyder	Suz
Fred Adams	Kaw
250 JR DIV II	
Rick Trammmell	Mai
Birdie Greenberg	Bul
Rex Roberts	Hon
500 JR	
Richard Winfrey	Hon
Brian Armstrong	Mai
Duane Dier	Mai
125 INT	
Mark Arsenault	Hon
Vince Van Hook	Yam
Tony de la Sota	Yam
250 INT	
John Estes	Mai
Steve Tafoya	Hon
Chris Gray	Hon
500 INT	
Dennis Clark	CZ
Cliff Hicks	Suz
Trent McGee	CZ
125 PRO	
Mike Bell	Hon
David Taylor	Hon
Don Bongiorno	Hon
250 PRO	
David Pessy	Oss
Jeff Vidic	Mai
Ray Lopez	Bul
500 PRO	
Luke Messer	Mai
Curtis Lessel	Mai
Gene Martin	Mai



What you see is a 1973 Volkswagen engine of 1600cc, mated to a shaft-drive touring bike by Andy Anderson of Austin, Texas. The craftsmanship is first-rate. What you get (since it is for sale to the best offer over $4,000) is this unit, plus supercharger, 140 MPH gearing, electric starter (to replace blower), custom paint. Call Andy at (713) 649-2866 or 649-4983. Photo by Richard Creed.

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Keep those cards & letters coming

Tarmac treading:

Running off with AFM

By John Ulrich & Jim Lester

ONTARIO, CAL., SEPT. 9

Everyone who led Open Production today broke, crashed, or ran off the track at one time or another. The combination of running the track in the unfamiliar counterclockwise direction, intense heat, and thick gray muck blown from urban Los Angeles to back up behind the mountains bordering the Ontario area took its toll in the concentration levels of the racers. Getting pressed and forgetting where one is on the course carries some hazards, including the possibility of inadvertently going dirt riding.

From the start, it looked very much as if Ron Pierce (BMW) would win. But Pierce's bike broke before the third lap and Mike Parriott (Kaw) took the lead. Second place Ed Unini (Hon) ran off the track, getting back on in fourth behind Cook Neilson (Duc), and Bob Crossman (Kaw). Unini just wasted Crossman's cushion in the backfield on the next lap, passing rapidly and going on to chase Cook. Parriott crashed in the new Turn Two, his fiberglass-tanked Yoshimura Kawasaki turning into a quickly-extinguished flashfire.

Unini turned lap times of 2:05.9 on the shortened course as he closed up on Neilson, but didn't realize he was hunting first now, not second. He blasted right up to the desmo Ducati's rear tire coming onto the rear straight, and to everyone's surprise, was strongly pulled by the Duck: The 750cc V-twin had the horsepower to pull away from Unini's overbored Honda!

The drama heightened on the last lap — "I saw Unini behind me, and kept telling myself 'Don't do anything stupid' " Cook related.

Having so instructed himself, Neilson proceeded to discover he felt like throwing up from the bad air and ran off into the weeds at old Turn Six (now Turn 11), went cross-country all the way to new Turn 12, got back on behind Unini, and got an incredible drive out of Turn 14. Drafting out of Turns 16 and 17, Neilson dialed it on and passed Unini on the outside between the roaring Honda and the concrete wall bordering the oval at close to 130 MPH with an inch to spare on each end of the bars. Diving into Turn Two after the long straight on the brakes as hard as could be, Cook watched Unini try to get by on the outside and run off the track into the grass again. Neilson took the checkered at the finish line between the second and third turns. Unini later said, "If I had known we were dicing for first, I would have tried a lot later." And Cook? "I've never worked so hard riding a motorcycle in my life."

Scott Clough and his 115 MPH RD 350 from Exhibition Engineering got into the first turn with a tiny lead on Bob Tigert's Harry Hunt RD only to run off the track in Turn Two. Tigert took the first spot for one lap as Clough started the game of work up. Scott got back into third just about the time Dale McCreary (Yam) battled into first and Harry Klinzmann, having stepped off his 250 GP bike and onto his 350 Production mount with no break in between, pulled up into fourth.

Clough regained his lead on the third lap and stretched it out for a runaway victory. McCreary and Tigert diced, with McCreary pulling away and subsequently running off four times trying to build a cushion between him and Tigert. Gaining with each error the hard-trying McCreary made, Tigert drafted his way into the second position on the back straight, being stuffed back into third in Turn Eight. Almost getting it back in Turn 10, Tigert never again got a chance to take and keep second.

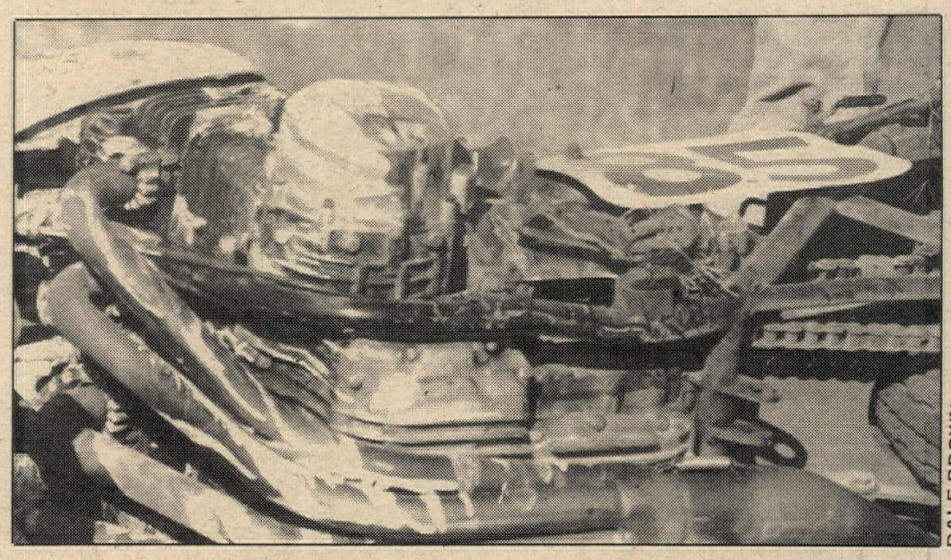
JOHN ULRICH

Scott Clough went faster than ever to annihilate the highly competitive 350 Production class.

DALE BROWN

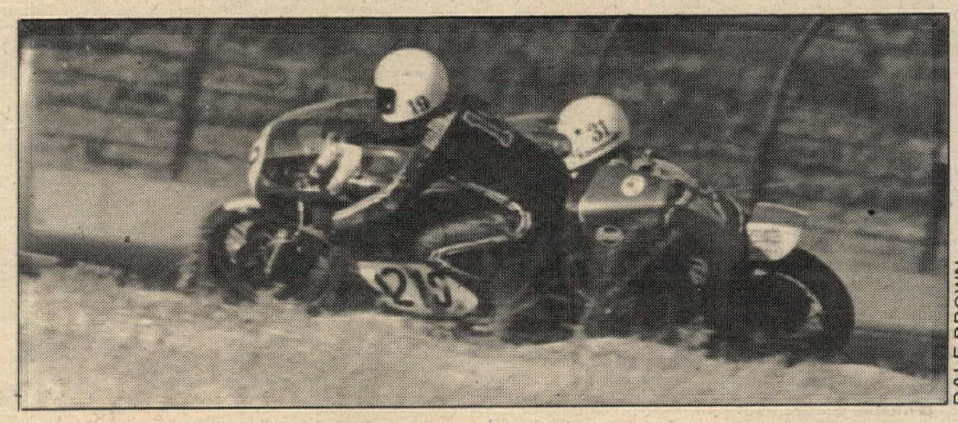
Before Open Production got "cooked," Ron Pierce (BMW 97) would break and Mike Parriott (Kaw 85) crash.

Parriott's Kawasaki had a little surprise for him after he fell off — it caught fire.



DALE BROWN

Bob Endicott (Yam TZ 250) goes around the outside of Steve Mallonee (Yam TZ 700) during their epic stiletto versus broadsword battle.



DALE BROWN

Klinzmann, feeling the effects of trying to run two back-to-back 30 mile races in oppressive heat and filthy atmosphere, had pulled off on lap four while in fourth, to collapse into a chair in his pit garage. The race ended with Clough having the biggest lead of his recent career, to no one's surprise — he had been turning the fastest laps during practice by several seconds.

Ron Pierce picked up more points towards next year's AFM Number One plate by winning both Open GP and 250 GP. In the Open/350 GP run, it was a giant runaway for Pierce on his TZ 700 while Steve Mallonee (TZ 700) had his hands full keeping in front of Bob Endicott (TZ 250) — Bob rode his 250 in the 350 class. When straights appeared, Mallonee would leave Endicott behind like an RD shedding a baffle, but in the first several turns of the backfield Bob would make it all up and be in a position to pass. Just when he was, another straight would pop up and again it would be like a blown fuel hemi facing a golf cart at the drags. Endicott makes one wonder what he could do with a big bucks ride.

Glenn Billings (Yam 41) and Tyson Branyon (Yam 310) dice for second 250 Production while Wally Karpynec (Suz) leads. Branyon passed Billings, caught Karpynec, and won the race on the last of eight laps.

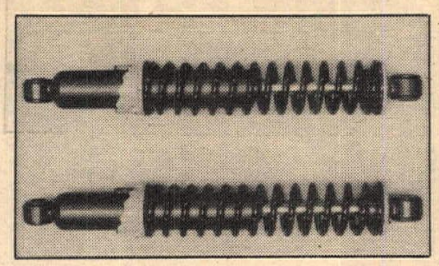
DALE BROWN

The extreme heat took its toll in the 125-200 GP race. Mike Baeder (Yam) snatched the 125 lead, with Phillipe deLespinay (Yam), Jim Keys (Yam), and Pedro Gallinucci (Yam) snapping at his heels. As their two-strokes screamed down the main straight in excess of 100 MPH Baeder and deLespinay's Yamaha suddenly went radically "off song." Keys held the lead for a lap, then Pedro moved ahead for good. Third place John Weed was gaining on the leaders, but his Yamaha blew, leaving third to Robert Rief. Exotic singles took the first three places in the 200 class in the hands of Ralph LeClercq (Duc), Dick Pearce (Greeves Gravestone), and Larry Cochran (Oss).

Wally Karpynec's Suzuki led the 250 Production race for all but one lap. That one was the last lap, giving Tyson Branyon (Yam) the win. Don Unger narrowly edged John Chermak in the 200 class, and Tom Maguire and his Bill Silver Replica Honda dusted off all the 125 Production class entrants riding street bikes with an exceptional ride. ●

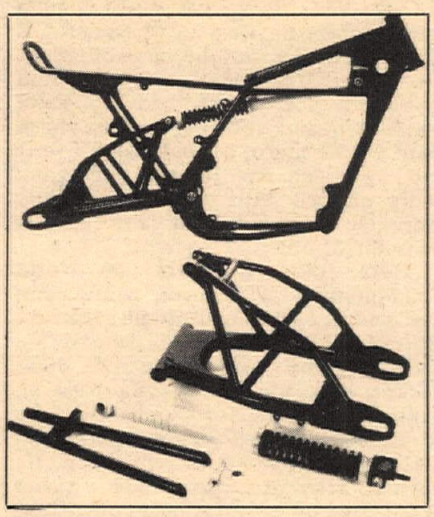
Results in Results Section.

NEW PRODUCTS



Kaw 900 Z-1 shock absorbers

Kawasaki Z-1 power and speed are legend. Now there is a shock absorber tough enough to help the chassis keep that power in line whether it be down a long road at high speed, through corners, with a passenger or over bumps. S & W Z-1 shocks steady the snarling beast at speed without robbing comfort from the more casual speeds of touring and city commuting. They improve handling over stock simply because they are better shock absorbers. In their initial competition outing, S & W shocks helped Yvon DuHamel win the AMA Production Road Race at Laguna Seca aboard a Yoshimura 903 Z-1. S & W shocks for the Z-1 are available at your dealer for $24.50 each, without springs. For further information write S & W Engineered Prodcuts, Dept. CN, P.O. Box 767, Downey, CA 90241.

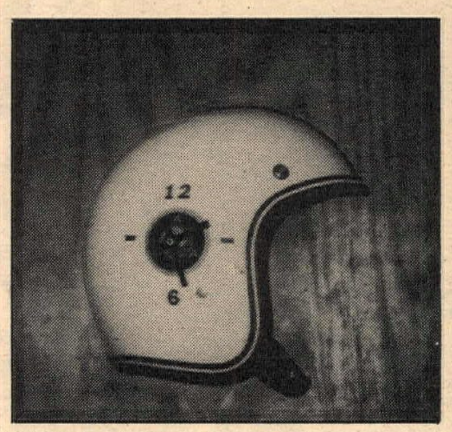


CD Monoshock kit

With a CD kit your bike will handle like the new factory monoshock bikes. Monoshock kits are available for: Suz. TM125 & TM400, Yam. YZ125 & 250, Honda CR125 Elsinore and soon for Maico, Honda CR250, etc. Prices range from $219.95 to $239.95. Call or write Competition Dynamics, 5835 N. 16th St., Dept. CN, Phoenix, AZ 85016. (602) 263-9397.

1975 Maico works machines

Now you can buy a true "factory works" Maico, featuring the revolutionary new frame design with the original and only successful "works" swing arm with forward-mounted Koni shocks giving 6½ rear wheel travel. This is the same frame set-up used by Adolf Weil, Willi Bauer and Gerrit Wolsink, 1973 World factory riders and winners of the Trans AMA. Other new features include the Twin-Air MX racing air filter system. These new features are available in the MC 250, 400 and 450 models. Contact Cooper Motors, 110 E. Santa Anita Ave., Dept. CN, Burbank, CA 91502.

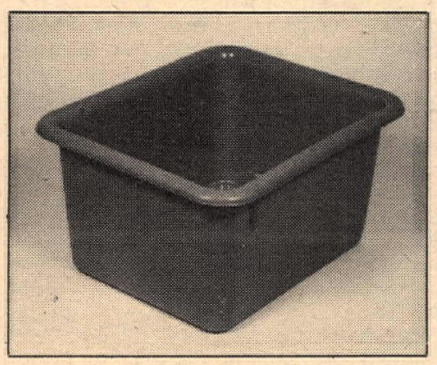


Helmet clocks

This new wall mounted helmet clock is available in both conventional and full face styles in various metalflake and solid colors. The exterior profiles are authentic in size and detail. The quality movement is battery powered giving approximately one year of accurate service from a single flashlight battery. Personalized units available at optional cost. Helmet Decors, Department CN, Route 1, Island View, Charlevoix, Michigan 49720.

Breezer tire changer

The Breezer is a patented hand tool designed for the guy who changes or repairs flat tires on his own motorcycle. It prevents scratching rims and eliminates tube pinching, fits all sizes and styles of rims and tires. Scientifically designed to work on the same principle as the hydraulic machines used in gas stations, this 10", easy-to-use tool is inserted between the tire and rim and after a few strokes with a hammer, the tire is off. Replacing the tire on the rim is equally easy. This $7.95 tool is thoroughly tested and accepted with enthusiasm by all who have tried it. Rojen B, Box 7380, Dept. CN, Van Nuys, CA 91409.



Tuf-Box by Preston Petty

Originally designed especially for motorcycle shops, the Tuf-Box has proven to be so handy that Preston is now offering it for retail sale through better cycle shops across the country. The Tuf-Box can hold your bike up, hold parts, drain oil, hold complete engines, test tubes for leaks, wash and soak parts, hold your helmets, clothes and boots, carry spare parts, tools, oil and chain lube . . . and much more! All this versatility only costs $12.99. Contact Preston Petty Products, 403 N. Main St., Dept. CN, Newburg, OR 97132. (503) 538-4104.

Enthusiasts' rings

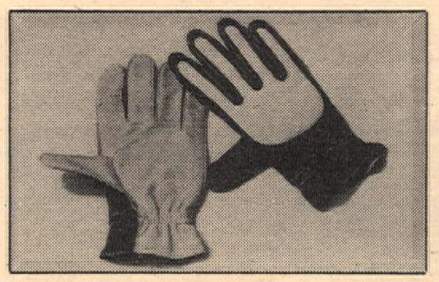
Cycle enthusiasts' jewelry designed for today's man, these signet rings are made from heavy cast sterling silver, identifying the wearer's favorite motorcycle brand. Price is $24.95 each. For size, cut a ruler out of paper and wrap it around finger. Two inches is size Seven. Each 1/8-inch is one size larger or smaller. Send marked ruler and/or size with check or money order to Cycle Concepts, 8380 Beverly Blvd., Dept. CN, Los Angeles, CA 90048.

Go fast gloves for road rashing

These Miura Products cafe racing gloves from Bultaco feature wrist bone protection; chamois covering on left fingers (for cleaning face shield); padding on back for finger protection; velcro closure for perfect fit; additional leather on grip area, and rivets in palms to assist in sliding (should wearer disengage himself while mobile). They're designed and used by famous 13 time World Champion Italian road racer who finished in the top one at Daytona (but must remain anonymous because of absence of promotional contract).

New MCM catalog

The all new MCM Catalog offers one of the most complete lines of handlebars, exhaust systems, mufflers and miscellaneous accessories available anywhere, including many hard-to-find systems, as well as those for the most modern super bikes. The 32-page catalog may be obtained by enclosing $1.50 with your request to MCM Manufacturing, 601 South East Street, Dept. CN, Anaheim, CA 92805.



Grand Prix gloves

When Speed Center, USA, Inc., distributors of only the highest quality motorcycle products, failed to find a pair of manufactured motorcycle gloves meeting their standards, they decided to produce their own. These are finely tailored, 100% goat skin gloves designed especially for the off-road racer and weekend trail rider. Hefty nylon stitching provides added protective strength while foam padding on the back and one-piece palming insures prolonged no-blister comfort during those long-distance riding excursions. The black and tan G.P. gloves are available in both adult and children sizes. For information write Speed Center, USA, Inc., Box 486, Dept. CN, Costa Mesa, CA 92627. Or phone (714) 979-4122. Dealer inquiries on letterhead invited.

Reconditioned tap sets

A new packaged set of reconditioned taps, consists of 4-flute HSS Hand Taps in 1/4, 5/16, 3/8, 7/16 and 1/2" taps in National Coarse and National Fine threads. Sets are also available in spiral point, machine screw sizes, plus .005" oversize, National Extra Fine, and left hand taps. They cost less than half of new sets of the same description. Tapco Tool Service, 911 — 22nd Street, Dept. CN, Rockford, Il 61108.

Motocross duds from Miura

Miura Products introduces its all new line of competition clothing, starting with the Heckle Boot (the unique PVC plastic boot that features articulated ankle movement). Miura Products is offering color coordinated socks and leather motocross pants. The pants feature plastic knee and shin protection, velcro closed back pocket and leg opening, and an all new type of water resistant leather. Available in grand prix styled blue and yellow, they're all available through Bultaco/Miura Products dealers. For further information contact Bultaco International Ltd., Miura Products Division, P.O. Box 62148, Virginia Beach, VA 23462.

Falta sure was screwed

On the track, Falta put in the rides of a champion — never yielding, but never cheating, either.

By John Huetter

If "war is far too important a matter to be left to the generals" as an American statesman said, then the 1974 Grand Prix season

clearly showed that, in kind, the World Motocross Championship is far too important a matter to be left to the international juries that arbitrate, confirm, and eventually make official the happenings and results of each World Championship event.

Young Czech, Jaroslav Falta, was boldly cheated of his first 250cc World Championship a few weeks ago in one of the most dramatic examples of the political manipulation that is almost as important in determining final standings at a Grand Prix as the individual performances of the riders. It usually boils down to which country has the most clout or the jury representatives with the most seniority in the F.I.M. (which sanctions and controls all motorcycling World Championships).

The pattern is well-established and last year it cost the two Americans, Jim Pomeroy and Brad Lackey, valuable top 10 positions and the consequent GP points. Their official training times for start position are lost or somehow only the slowest times get recorded or, in some cases, Jim was not told about qualifying or a change in the rules at all. Apparently, the same kind of political prejudice can be mustered against the Czechs who, though long-time F.I.M. members, fall under the shadow of the U.S.S.R. and other powerful F.I.M. members, such as Belgium, who don't wish to incur any enemies.

But what happened to Falta in the last 250 Grand Prix in Switzerland which in turn determined this year's World Champion was intolerable. To summarize briefly the facts, as reported in *Cycle News:* In the first moto as Falta was lapping the Russian Moisseiev, his main contender for the championship, the Soviet KTM rider pulled out and knocked the Czech down. Falta remounted and still managed to finish third in the moto, behind Harry Everts and 1973 champ Hakan Andersson, badly plagued with injuries all season. Moisseiev retired in that moto gaining no points.

Falta could still win the World Championship if he won the second moto and he set out to do just that. By lap eight, Falta was already lapping the back of the pack. One of those backmarkers was the young Russian, Viktor Popenko. Now Popenko is one of the Russians who truly deserves his berserko crash-and-burn reputation. He has also acted as torpedo for his Soviet teammates on previous occasions. He is also officially a 500cc class rider and had no reason to be riding a 250 CZ in this Grand Prix for points (which he couldn't earn) or national prestige (the Swiss are studiously neutral if pro-Western) except to act as a hit man for Moisseiev. This he did on lap eight, nailing Falta into the course-marking ropes and opening up a bloody gash in Jaroslav's back with his footpeg.

But Falta again remounted and, riding as only he can, came back to *win* the moto with a five second lead at the finish over Harry Everts. Champagne started to flow in the CZ pits within a few minutes of the end. Before the moto was over, Moisseiev had retired again followed shortly by Popenko who unconvincingly complained of engine trouble. Neither Russian was in a scoring position in either moto.

But at the jury meeting, the KTM contingent acting through the Austrian jury member rather than the Russian in a technique reminiscent of United Nations Assembly power plays, protested that Jaroslav Falta had jumped the gate in the second moto. There was, however, no official flagman at the gate to call a restart of the moto as is required by F.I.M. rules or to give official confirmation of the fact that Falta jumped the gate.

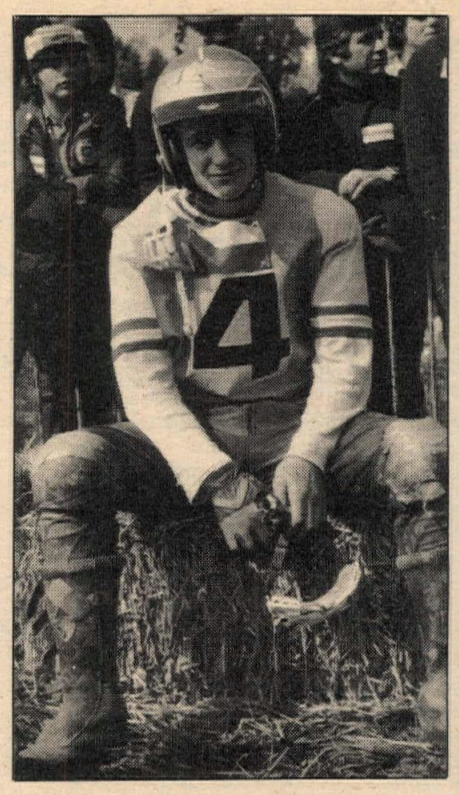
Now a few months earlier, in the West German 500 GP, the exact same thing had happened. Adolf Weil jumped the gate in the second moto, Roger DeCoster protested the gate jump to the F.I.M. jury but, since the Germans had also not stationed a flagman to call a restart according to F.I.M. regulations, the jury did nothing, using the lack of a flagman as the excuse to give Adolf the overall win ahead of Gerrit Wolsink.

The fact that there was an Austrian rep on the jury in itself looks very contrived since this GP was one of the very few, possibly the only Grand Prix, which had Austrian riders competing outside of Austria in the 250 class. Only by having national riders in competition, however, is a country entitled to have a representative on the official F.I.M. jury. KTM is manufactured in Austria and it appears that the Russians and the KTM factory were trying to stack the jury to have as many favorable votes on their side if this kind of event came about. Their plan worked.

Despite the fact that the situation exactly paralleled the one in Germany in which no penalty had been levied on Adolf Weil for jumping the gate, and despite the fact that there were no specific penalties noted in the F.I.M. rules or the Swiss federation's supplementary regulations for this GP, Jaroslav Falta was voted a 60-second penalty for jumping the gate. This dropped him to eighth in the second moto and lost him the World Championship. It is incongruous even that a 60-second penalty was voted. If Falta was to be penalized at all, he should have been penalized one lap, as is standard practice. The 60-second penalty sounds like a compromise that both the Russians and the Austrian KTM factory could agree to, knowing that it meant Moisseiev had the World Championship through this move.

It would be very interesting to know how each jury member voted on this matter but unless one who served on the jury will tell, which is unlikely, the general public never will know. What is clear is the U.S.S.R. carries a lot of clout in F.I.M. proceedings.

The pattern of conspiracy which emerges as a design to eliminate Jaroslav Falta and CZ from the World Championship makes an ugly picture of pre-planned mayhem and political finagling. A known torpedo, Popenko, switches from his listed 500cc class to ride this one 250 GP, then retires after doing a job on the young Czech. Moisseiev, who didn't need any more points to win the World Championship if Falta didn't win a moto, retires in both motos after a desultory display of riding. The Austrian KTM factory enters some of their factory riders in a non-Austrian 250 GP for the first time all year so they'll have a jury member who is, in all likelihood, also an employee of the KTM factory. (This is not so unusual. Roland Arrehn, Swedish rep in 500cc motocross juries, is also competition director for Husqvarna. It's



Jaroslav Falta is always quick to flash his boyish grin off the track.

Moisseiev and his Russian cohorts gave politics a higher importance than the racing itself.

a matter of convenience.) The lack of a flagman as per F.I.M. rules was probably an honest oversight by the promoter but, then again, maybe it wasn't. At any rate, the jury's decision based on the missing flagman was directly the opposite of what an F.I.M. jury had decided in Germany in July.

Based on limited experience, serving on two F.I.M. juries in Europe, I had come to the unhappy conclusion that the machinations of F.I.M. motocross juries make American moto-politics look puny if for no other reason than that there is so much at stake: the World Championship. Too often, the juries' deliberations and decisions have almost nothing to do with the efforts of the riders and the fact that a Grand Prix is being held. Too often, features such as rider safety, accurate timing, and the like are deferred to the expressed or implied wishes of the race organizer based largely on F.I.M. seniority, or whatever he can get away with. There is a lot of talk about "My honored colleague . . ." (That one threw me the first time it was addressed my way.) but very little about what is going on out on the course. There is some studied fumbling in F.I.M. rulebooks by the secretary of the organization but, as so blatantly obvious in this case, selective application or non-application of these rules.

Juries seem to be composed mainly of old men or bureaucrats afraid for their positions who, through action or indifference, manage to create the most difficulties or inconveniences for the young riders in the Grands Prix. Generally, this is pretty small-time stuff like "It is too much trouble to put more haybales in front of the trees on the downhill," or "It is impossible to allow another practice session for rider familiarization with the changed track conditions since it has rained all night." So somebody gets blinded in the dust and smacks the tree. Or riders go slithering out in the mud with all their practiced lines destroyed and crash a lot. Or a deserving young rider is robbed of a World Championship because his side can't muster a majority of the votes in the jury room, regardless of his championship performances on the track.

The fact that a Russian beat out a Czech for the 250cc motocross World Championship through some dirty play may not mean much to you – it's of little importance in your lives as Americans or motorcyclists. But the U.S.A. doesn't have much influence with the F.I.M., either, and very few Americans have any experience as international jury reps in Europe. What if it were an American who was running neck and neck for the World Championship? That will be happening in just a very few seasons. What if, for example, Jim Pomeroy had been crashed twice and then voted out of a 250cc Grand Prix win in the jury meeting? John "Light Brown" Lancione was on the 1972 Motocross des Nations jury and knows it could happen as well as I do.

The Czech federation should protest the results of the Swiss 250 Grand Prix and the World Championship at the F.I.M. Competition Congress which meets in October. They may be too intimidated or feel, correctly or incorrectly, that there will not be enough support to overthrow the decision of the jury in Switzerland and go against the Russians.

Falta deserves to be World Champion based on moto performances and F.I.M. rules. When the international motocross climate has shifted to the point that political considerations have come to outweigh sporting results (The politics have at least been second most years.), then it is past time for that climate to change. •

The elusive Gennady Moisseiev, Russian MX star... KTM/Penton

Three-wheel Organization Of Owners & Racers
9659 E. Ave. S-6, Littlerock, CA 93550 805-944-2304
For additional info call Lynn Kelsay, TOOOR National Director

Sunday, Sept. 29 TOOR presents

Three Wheel Racing at Perris Raceway

$300.00 Guarantee — Plus $15.00 per modified entry
Hondas Welcome Special Honda classes
¼ Mile and ½ Mile TT Scrambles
Signups 9:30 — 11:30 a.m. Start time 12:30 p.m.
Stock classes — $5.00 plus pit pass
Modified race for MONEY MONEY MONEY — $20.00 plus pit pass
TROPHIES FOR STOCKS
Take Hwy. 395 to downtown Perris STOP and go 1½ miles west on Hwy. 74. Follow Perris Raceway signs on the right.
$3,000 Medical Coverage at all TOOR events

100% TROPHY
$500.00 PURSE
RAWHIDE PARK LAKE ELSINORE
info: 714-689-0871
SEPT 22

CRC Family Fun

MOTOCROSS
New four month point series starts Sept. 1 at Rawhide

Best twelve of eighteen races toward numbers and giant 4 ft. trophies. Cash payback to pros. 30% trophies to sportsman classes (same day). Points towards earned numbers & championship trophies.

Sept. 22 — Indian Dunes (Int'l. Track)
Sept. 29 — Rawhide Park (Grand Prix)
Oct. 6 — Rawhide Park
Oct. 13 — Valley Park

info: 714-688-1291
213-830-7519

CRC 714-688-1291

Rawhide Grand Prix

Each class races 2 hours. 30% Super Trophies & finisher pins. 4 ft. Club Participation trophy. Free overnight camping. Post entry $12. Long course — no pavement.

Elsinore, Calif.
Sunday, Sept. 29

0-200cc 8:00 a.m.
250cc 10:30 a.m.
Open class 1:00 p.m.

Half Price to all Ensenada Grand Prix Entries

NRA Motocross
September 29
Indian Dunes
Shadow Glen Course
30% Trophies to Sportsman
Cash to Pros No Membership Req.
714-688-1291
805-259-8000

2nd Annual
Cock's Crow Family Enduro
Sun. Sept. 22
Stoddard Valley
CRC 714-688-1291

INDIAN DUNES PARK
600 acres — hills, streams, sand
Family riding 7 days — 7 a.m. 'till dark
Moto-X races every Sunday
2 miles west of Interstate 5
on Highway 126 at Castaic
(805) 259-8000

IRWINDALE RACEWAY
EVERY FRIDAY NIGHT
MOTOCROSS

WANTED
Professional Concessionaires
food games novelties
for California City Grand Prix
714-373-4647

DRA
puts the fun back in your racing

REGULARLY SCHEDULED EVENTS

This section is now a free calendar service. To list your regularly-scheduled event, use the Free Calendar Listing blank on these pages, fill it in completely and be sure to earmark it for "Regularly Scheduled Events." Your event will automatically appear in this section every week until cancelled. Listings and cancellations should be addressed to the Calendar Editor.

"On Any Sunday"

MOTOCROSS
Valley Cycle Park, Hwy 23 & Tierra Rejada Rd., So. of Moorpark, CA. All classes, sil. rqd. See indiv. date for details. 805/529-9546.

TT SCRAMBLES
Valley Cycle Pk., Hwy. 23 & Tierra Rejada Rd., So. of Moorpark, CA. No cards rqd., all classes. Must have sil. & number plts. Ex. p.b. Prac. 9 a.m., race 10. 805/529-9546.

MOTOCROSS
Rawhide Park, Elsinore, CA. All classes. 714/689-0871. See also indiv. date listing.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. San Diego Fwy El Toro exit, E. 13 mi. First day thru Open classes, memb. rqd. Open 7 a.m., race 9. 714/586-7964.

OPEN SPDWY. PRACTICE
El Toro Spdwy., Calif. I-405 El Toro exit. 10 a.m. — 3 p.m., open prac. for Speedway riders, $3 all day per bike. 714/530-0324.

MOTOCROSS
De Anza Park, E. of Riverside, CA on Hwy 60, Theodore exit. Sign 7:30 a.m., race 9. $5 all classes. 714/653-2633 or 735-1301.

1st & 3rd Sunday

STREET RIDE
From Triumph Suzuki of Pomona, CA on Holt Ave. btw. Towne Ave. & Indian Hill Blvd. Sunday rides to anywhere, any freeway legal m/c welcome. 714/623-4431.

Fourth Sunday

BENEFIT MX
395 Cycle Park, Adelanto, CA. Proceeds to Adelanto Fire Dept. 100% finisher brass. Sil. rqd. Sign 7 a.m., race 9. 714/244-4116 or 246-6109.

Every Tuesday

OPEN MX PRACTICE
Saddleback's Rcwy. at OCIR, Irvine, CA. $2 per bike. Open 10 a.m., close 5 p.m. 714/559-0581.

CLASS A SPEEDWAY
Ventura Co. Fgds., off Ventura Fwy. Open 6:30 p.m., race 8:15.

Every Wednesday

R.A.C.E. SHORT TRACK & TT
Corona Rcwy., Corona, CA off Hwy 91. Entry $5 one event, $7 two. 7:30 p.m. start. 714/735-1705.

CMC NIGHT MOTOCROSS
South Bay Pk. Spdwy., Otay Mesa, Chula Vista, CA. 200% p.b. to pros. Sign 4:30 p.m., race 7:30.

NIGHT SHORT TRACK & TT
El Toro Spdwy., Calif. I-405 to El Toro exit. Minis thru Open. Gates open 5 p.m., race 7:30. 714/530-0324.

CMC NIGHT MOTOCROSS
Ascot, Gardena, CA. Rider med. cov. 200% pro p.b., Jr/Int. ride 3 motos, mini class (-16). $5 entry at track. Pits open 4:30 p.m., prac. 6, race 7:30. 213/321-1610 or 323-9710.

Every Thursday

CLASS A SPEEDWAY
Irwindale Rcwy., Irwindale, CA. Spectators $3/$2/$1 Adults/Juniors/Kids. Under 8 free. Program begins 8 p.m.

R.A.C.E. NIGHT MX
Corona Rcwy., Corona, CA off Hwy 91 to Pierce or Magnolia. Beg., Nov., Int., Ex., Minis & Very Virile Vets. 30% brass, 100% Ex. p.b. Open 6 p.m., race 7. 714/689-1913.

Every Friday

CLASS A SPEEDWAY
Orange County Fgds., Costa Mesa, CA. Open 6:30 p.m., race 8:15.

D-36 TT SCRAMBLES
Lodi Cycle Bowl, Lodi, CA. All classes & minis, Class C trac., sil. rqd. Hi Point series, Black Plts. free. Sign by 7 p.m., race 7:30. Stockton Scramblers 209/368-7182.

R.A.C.E. MX
Corona Rcwy., Corona, CA off Hwy. 91. 30% brass, 100% Ex. p.b. 1.7 mi. course. 7:30 p.m. start. 714/735-1705.

AMC NIGHT MX
Orange Cnty. Int'l. Rcwy., Irvine, CA. 200% Pro p.b., 30% brass. Entry $5, all cl., non-memb. $2 extra. $3000 rider med. cov. Open 5 p.m., race 7:30. 714/532-3923.

CMC NIGHT SCRAMBLES
West Capitol Spdwy., Sacramento, CA. Open tract., all classes & minis. 2 pitmen only, in whites. Open 4 p.m., race 8. 30% brass. 916/481-4488.

D-36 SCRAMBLES
Vallejo Spdwy., Vallejo, CA. Class C tract., sil. rqd. Over 92 db, no ride. Sign 5 p.m., race 6:30. All classes & minis. 707/644-0741.

AME NIGHT MX
Indian Dunes, Valencia, CA. International Course. First race 8 p.m. 805/259-8000.

CMC NIGHT MX
Irwindale Rcwy., Irwindale, CA. Entry $5, 200% pro p.b. Open 4:30 p.m., race 7:30. CMC lic. rqd., $3,000 med. cov. 213/334-4949 or 714/557-3323.

NMA NIGHT MINI MX
Indian Dunes, Valencia, CA. Sign 6:30 p.m.

D-36 NIGHT SHORT TRACK
Fremont Rcwy., Durham Rd. off Nimitz Fwy., Fremont, CA. Class C trac., sil. rqd. All classes, open 4 p.m., race 6:30. 415/327-4461.

Every Saturday

S.A.M. MX
Saddleback Pk., Orange, CA. No memb., no mil entry. $6 post. Ex. 2 x 40 min. motos, others 3 x 20 min. 100% Ex. p.b. Open 7 a.m. 714/979-9233.

MOTOCROSS
Tide Creek, 7 mi. No. of St. Helens, WA. Hwy 30. Prac. 1 p.m., race 2. 397-4490.

OPEN PRACTICE
MX & Spdwy., Saddleback's Rcwy., OCIR, Irvine, CA. Also Stu Morley Spdwy. sch. Open 10 a.m., close 5 p.m. 714/559-0581.

CMC NIGHT MX
Woodburn Dragstrip, 1½ mi. W. of Woodburn, OR. I-5 exit. 100% Ex. p.b. Open 5 p.m., race 7. 503/654-1369 or 982-4461.

TT SCRAMBLES
Perris Rcwy., Perris, CA. Must be over 18 with ID or have notary card on file. Sign 6:30 p.m., prac. 7:30. 714/657-3678.

D-31 NIGHT MX
Arizona Desert Rcwy., 9 mi. W. of Avondale, AZ on Hwy 80 to Airport Rd. $500 Ex. purse, 1½ mi. lap. Prac. 5:30 p.m., race 7. 602/252-1900.

MOTOCROSS
Rawhide Pk., E. of Elsinore, CA. Hwy 74. No memb. rqd., all classes, 30% Brass. Race $5, watch $2. Sign 11 a.m., race 1 p.m. 714/689-0871.

D-36 NIGHT SCRAMBLES
Fremont Rcwy., Durham Rd. off Nimitz Fwy., Fremont, CA. Class C tract., sil. & k.b. rqd. All classes, no minis. Open 4 p.m., race 6:30. 51415/327-4461. Runs through Sept. 28.

TT SCRAMBLES
Elsinore Rcwy., Elsinore, CA. Hwy 71 & Lugona Av. Ride/Watch $3/$1.50. Sil. Rqd. Camp free & prac. Sunday $1.50, sign 6 p.m., race 8. 714/826-2386 or 674-3658.

MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Two 25 min. Ex. motos, 30 minute practices. Open 7:30 a.m., Tech. insp. & racing begins 9:30 a.m. Rolf Tibblin MX Club. 714/724-8091.

SRA DIV. 2/3 SPEEDWAY
Indian Dunes, Hwy. 126, Valencia, CA. 8 p.m. start, full D2/3 program 805/259-8000.

CMC SPORTSMAN SHORT TRACK
Cycleland Spdwy., 14 mi. So. of Chico, CA, Hwy. 99E & Gage Shippee Rd. CMC, D-36 memb. rqd., also 3 plates. Sixth mi. oval, no Class C Experts. 100 Nov., 200/250/360. Sign 5:30 p.m., prac. 7, race 8. 916/342-9302.

D-36 SEMI PRO NIGHT MX
Live Oak Rcwy., Live Oak, CA. 9 mi. No. of Yuba Caty on Hwy 99, W. on Pennington Rd., 2 blks. & No. of track. Lim. entry, Sil. & spark arr. rqd. Entries to 541 Main St., Yuba City, CA 95991. Sign 4 p.m., race 6:30. 916/673-1090 or 673-7767. Runs Sat. nights thru Oct. 26.

MOTOCROSS
De Anza Park, E. of Riverside, CA on Hwy 60, Theodore exit. Sign 7:30 a.m., race 9. $5 all classes. 714/653-2633 or 735-1301.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7:30 a.m., prac. 8, race 9:30. Membership rqd. 714/586-7964.

CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

Biggies & Schedules

1974 AMA National Championships

9/21 HM	Toledo, OH
9/29 M	Albandy, CA
10/6 RR	Ontario, CA
10/12 HM	Gardena, CA

1974 AMA National Enduros

9/22	150 Mi. Alpine, NY
10/6	Black Coal Evansburg, IN
10/13	100 Mi. Central Village, CT
10/27	Cotton Boll Amarillo, TX
11&3	125 Mi. Chckpt. MC Whittier, CA
11/10	125 Mi. Cadix, KY
11/7	125 Mi. Tulsa, OK
11/24	125 Mi. Perry Mtn. Maplesville, AL
12/1	Steel Helmet Potosi, MO

AMA National Trials Championship

10/20	Colo., R.M.T.A.
10/26	Kansas, A.V.T.A.
10/27	Okla., N.O.T.A.

Pacific N.W. Road Race Schedule

9/15	Westwood B.C., Canada
9/29	Westwood B.C., Canada

1974 Y-AMA Mini National Championship

9/28 TT SCR Ruidoso, NM
11/28-29 MX Phoenix, AZ

1974 Moto-AMA Sidecar MX Series

10/6	Ravenna, OH
10/13	Whitney, TX
10/20	Moorpark, CA
10/27	McCleary, WA
11/3	Livermore, CA
11/10	Phoenix, AZ

AFM Road Race Provision Schedule

10/13	Sears Point
10/20	Riverside
11/3	Sears Point
11/9-10 or 11/16-17	Ontario (2 day mtg.)
11/24	Sears Point
12/8	Riverside

PNTA Trials Schedule

9/22	Reg. 2 Local
10/6	Reg. 3 Bellingham, WA
10/6	SWAT Larch Mt., WA
10/13	Reg. 3 Open
10/20	Reg. 1 Henry Koepke Memorial Trial
10/27	Reg. 2 Local
11/10	Reg. 3 Open
11/17	SWAT Larch Mt., WA
12/8	Reg. 3 Open

Info: 503/656-4707, 636-6759, 649-4034

SoCal Custom Motorcycle & CAr Shows, 1974-75 Season

11/22-24	Long Bch. Arena
1974	Long Beach, CA
1/17-19	Kern Cnty Fgds.
1975	Bakersfield, CA
1/21-2/2	Orange Show
1975	S. Bernardino, CA
2/21-23	Warren Shwgrds.
1975	S. Barbara, CA
3/14-16	Comm'ty Conc'se.
1975	San Diego, CA
4/18-20	Sports Arena
1975	Los Angeles, CA

1974 International Calendar

TRIALS	
9/22	Czechoslovakia
9/29	Switzerland
ROAD RACING	
9/22	Spain

Friday, Sept. 20

SWAP MEET
Motorcycle & Auto., Great Western Exhibit Ctr., Los Angeles, CA. Santa Ana Fwy at Atlantic on Eastern Ave. Selling spaces $5/$10. 6 p.m.-11. 213/588-0558.

D-36 NIGHT SCRAMBLES
Lodi Cycle Bowl, Lodi, CA. Stockton Scramblers Hi Point Series. All classes & minis, Class C tract., Blk. plts. FREE. Sil. rqd. Sign 5 p.m., race 7:45. 209/951-0294.

AMA PRO HALF-MILE
Ascot, 18300 Vermont, Gardena, CA. Full Nov/Jr/Ex half-mi. program. 8 p.m. start. 213/321-1610 or 323-9710.

September 21-22

C.A.T. ANNUAL SCHOOL & TRIALS
No. of Mesa, AZ off Hwy. 87, turn at sign "Bushnell Tanks." Follow markers. School Sat., 1 p.m., Marland Whaley & Mark Eggar instr. Trials 10 a.m. Sun., sch. free, trials $3 CAT/SATA memb., $5 non-memb. Camping avail., spark arr. & sil. rqd. Spectators free — bring a checker!

Saturday, Sept. 21

AMA NAT'L. HALF-MILE (NITE)
Toledo Rcwy. Pk., Toledo, Ohio. $16,000 posted.

SO. IDAHO MINI CHAMPIONSHIP
Wood Rvr. track 4 mi. W. of Hailey, Idaho. 40% brass, all classes plus 125/250/Open Nov. Camping avail. Sign 9 a.m., race Noo. 788-4166 or 788-4654.

INDOOR SHORT TRACK
Klamath County Fgds., Klamath Falls, Or. Class C traction, silencers, 3 plates rqd. Open 4:30 p.m., prac. 5, race 6:30. 503/882-8571.

COYOTE CHASE NITE ENDURO
Lucerne Valley, CA area, limed from Lucerne fire sta. 80 mi. non-points nite ride. Entry $7.50, any blank, 2 SASE. Chaparrals MC, P.O. Box 1004, Los Alamitos, CA 90720. Entries close Sept. 8, dwg. Sept. 11. First rider out 9:01 p.m. 213/430-3326 or 714/528-3007.

D-36 SHORT TRACK
Pioneer Arena, 9600 Pioneer Ave., Oakdale, CA. Class C tract., sil. rqd., full leathers. All S.T. classes. Sign 4:30 p.m., race 7. 209/869-1457.

NIGHT SHORT TRACK
Indio Fgds., Indio, CA. Hwy 111. Open tract., sptsmn brass, lst 3 pl., 200% Ex. p.b. rider med. cov. Sign 6 p.m., race 8:30. 714/398-0845.

D-35 SCRAMBLES
Tulare Fgds., Tulare, CA. Tulare Trackmasters, 13485 Ave. 232, Tulare, CA 93274, 805/686-2371.

D-36 NITE SCRAMBLES
Sonoma-Marin Fgds., Washington & Payran Sts. Petaluma, CA. Open tract., sil. rqd., all classes incl. minis. Sign 4 p.m., race 7:30. 707/762-8581.

MINI MX
Arizona Desert Rcwy., 9 mi. W. of Avondale, AZ on Hwy 80 to Airport Rd. AMA sanc. part of 5 race point series, Grand Prize Chaparral 80 MX. Other prizes. 602/252-1900.

Sunday, Sept. 22

AMA NATIONAL HALF-MILE CAMEL PRO SERIES
Terre Haute, Ind. Resched. rain date.

ASPEN ALPINE ENDURO
Start at Holiday Inn, Aspen, Colo. 120 mi., 8,000 to 12,500 ft. altitude. Pre-entry $15 closes Sept. 17. 1452 Poplar, Denver, Co. 80220. Key time 7 a.m. 303/322-3156.

CRC COCK'S CROW FAMILY ENDURO
Stoddard Valley, CA. No memb. rqd. 6625 Dorinda, Riverside, CA 92503. 714/688-1291.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. $1000 purse for Experts, other classes run the same. Sign 7 a.m., race 9. San Diego Fwy., El Toro exit, E. 13 mi. 714/586-7964.

STAN YANKE MEMORIAL MX
Wood Rvr. Track 4 mi. W. of Hailey, Idaho. $1,000 Ex. purse. 125/250/Open classes. Camping avail. Sign 9 a.m., race Noon. 788-4166 or 788-4654.

SRAC PRO MX & MINIBIKE STATE CHAMPIONSHIP
Devils Head Rcwy., So. of Denver, Co. off I-25 to Castle Rock Exit & follow signs. Brass for minis, $800 min. p.b. to Ex. Open 9 a.m., race 11. 303/494-7303.

D-36 SEMI PRO MX
Santa Cruz Cnty. Fgds., Hecker Pass Rd., Watsonville, CA. All classes, incl. puff, OTs, hacks. 100% Ex. p.b., 30% brass. Sign 6:30 a.m., race 9:30. Ridgerunners 408/475-3619.

D-37 HARE SCRAMBLES
Cuddyback Lake, CA. Limed from 4 Corners. 38 mi., Trail Nov. all way. Fin. pins, club part. trophy, Rescue 3. 9 a.m. start. 714/842-3092.

D-35 MOTOCROSS
Spillway Pk., Santa Maria, CA. Mini to 500/Open. $5 entry incl. ins. Sign 7:30 a.m., race 9. 805/937-4043 or 925-0940.

CRC MOTOCROSS
Indian Dunes. 30% trophies, same day. No membership required. All classes. Info: 213/830-7519 or 714/688-1291.

ITA TRIALS & SCHOOL
Saddleback Park, Orange, CA. Sign 9 a.m., school 10 a.m., competition 12 noon, or sign up for trials only at 11:30 a.m., $5 trials, $2 school. Box 2313, Orange, CA. 92669.

SRAC/MRA ROAD RACE
Adams Cnty. Fgds., Denver, Co. Come early. Sign 8 a.m., race 1 p.m. 303/934-0372.

WCT TRIALS
Santee Lakes nr. San Diego, CA. No on Mission Gorge Rd. to Carlton Blvd., L. to Lake Cyn., Rt. on Settle Rd., follow arrows. Kids start 9 a.m., others 11. 714/284-7095.

SEMI PRO MX
Argyll Park, 13 mi. So. of Dixon, CA on Hwy. 113. No memb. rqd., CMC rules. No mail entry. Nov/Jr $5, Ex. $7. 30% brass, 100% Ex. p.b. Rider med. ins. Sign 7 a.m., race 9. 916/678-2809 or 362-2796.

MOTOCROSS
Rawhide Park, Hwy. 74 btw. Perris & Elsinore, CA. $500 guar. purse, 100% brass, all classes. Sign 7 a.m., race 9. 714/689-0871.

D-31 MX
Mayer Rcwy., Mayer, Az. Contact 2214 Heatherbrae Dr., Phoenix, Az. 86301. 602/240-0161.

D-36 MOTOCROSS SEMI-PRO
Sand Hill Ranch, Camino Diablo nr. Livermore, CA. All classes, sil. rqd. 30% brass, 100% Ex. p.b. Open 7:30 a.m., no motors to start before 8, race 9. 415/689-6722 or 634-3328.

415/327-4461 or 408/438-3210.

MOTOCROSS
Yachats River Races, 6 mi. E. of Yachats, Or. on Yachats Rvr. Rd. Sil., 3 plts. rqd., Parents consent under 18. 30% brass, 100% Ex. p.b. Prac. 9 a.m., race 11. 503/547-3254.

NRA MOTOCROSS
Valley Cycle Pk., Moorpark, CA. 30% brass same day. 100% Sr. p.b. No memb. rqd. All classes. 714/688-1291.

EDWARDS MX
Cor. Forbes Ave. & Lancaster Blvd., Edwards AFB, Calif. Same day brass, spectators free, $4 entry. Sign 8 a.m., race 10. Desert Wheels MC. 805/258-4025.

CRC MX
Indian Dunes. 30% trophies, same day. Cash to Pros. No membership required. All classes. Info: 213/830-7519 or 714/688-1291.

MINI TT & FT TROPHY DASH
Atlantic Pk., Garden Grove, CA. Fwy 22 Magnolia exit, So. to Westminster. Sign 9:30 a.m., race 10:30.

D-36 TT SCRAMBLES
Carnegie Cycle Pk., Tesla Rd., nr. Livermore, CA. (Corral Hollow Rd. from Tracy). All classes & minis. Class C tract., gear high, Black plts. free. Open 9:30 a.m., race noon. 415/348-2230 or 447-9027.

1974 Trans-AMA Motocross Schedule

Sept. 29	Copetown, Ontario, Canada
Oct. 6	Unadilla, New Berlin, NY
Oct. 13	Honda Hills, Linnville, OH
Oct. 20	Road Atlanta, Gainesville, GA
Oct. 27	Sports Stadium, Orlando, FL
Nov. 3	(Track TBA) St. Louis, MO
Nov. 10	Lake Whitney, Whitney, TX
Nov. 17	Puyallup Rcwy., Puyallup, WA
Nov. 24	Carnegie Pk., Livermore, CA
Dec. 1	Saddleback, Orange, CA

All races 500cc Int'l. Class, 250cc Support Class
AMA/FIM Sanction
Entry $12 Pre/$25 Post

MINI FLAT TRACK
Okee Chokee Ranch, Valley Ctr., CA. 12 mi. No. of Escondido on 395, Old Castle Rd. 5 mi. to Anthony Rd. or from Escondido Valley Pkwy. up Valley Ctr. grade to Lilac Rd. to Anthony Rd. Entry $5, sign 9 a.m., race 11. 714/749-0953.

D-27 SCRAMBLES
Brush Prairie, Wa. Lucky Spokes MC, P.O. Box 2062, Vancouver, WA 98661. 892-8472.

D-37 MOTOCROSS
Valley Cycle Park, Hwy 23 & Tierra Rejada Rd. So. of Moorpark, CA. Entry $5 mail/$8 post. Badgers MX, 10704 Irondale, Chatsworth, CA 91311. Open 7 a.m., race 9. 213/998-0153.

D-36 SPTSM. HALF-MILE
San Jose Fgds., San Jose, CA. Sh. trk. classes, no minis. Entry Pre $5/Post $7.50, Spwy. Enterp. 14 Camp Evers Ln., Scott's Valley, CA 95066. Open 6 a.m., sign til 10, race 11.

AMC MX
Saddleback Park, Orange, CA. No mail entry, $5/$10 post, non-memb. $2 extra. $3000 rider med. cov. 30% brass same day, 100% Ex. p.b. Open 6:30 a.m., prace. 7:30, race 9. Sil. rqd. 714/532-3923.

CMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Open 6:30 a.m., first race 9. Memb. rqd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA., 92626.

September 23-29

CALIFORNIA STATE MOTORCYCLE WEEK
Go ride a motorcycle.

September 25-29

ASPENCADE RALLY
4th Annual, parade, BBQ, mini championship races. Til Thompson, P.O. Box 970, Ruidoso, N.M. 88345.

September 27-29

S.C.O.R.E. AC-DELCO OFF ROAD RACE
Riverside Rcwy., E. of Riverside, CA. Hwy 60. $50,000 guar. purse. Bikes run separate course from 4-wheelers. Prac. Fri., qualify Sat., 4 main events Sun. 213/437-0466.

Friday, Sept. 27

D-35 SCRAMBLES
Cor. Olive & Doyle Sts., Porterville, CA. 784-4564.

LIME RUN
Start Oceanside H-D, San Diego Cnty. Road Riders. 714/748-3637 or 748-1754.

D-36 NIGHT SCRAMBLES
Lodi Cycle Bowl, Lodi, CA. Stockton Scramblers Hi Point Series. All classes & minis, Class C tract., Blk. plts. FREE. Sil. rqd. Sign 5 p.m., race 7:45. 209/951-0294.

AMA PRO HALF-MILE
Ascot, 18300 Vermont, Gardena, CA. Full Nov/Jr/Ex half-mi. program. 8 p.m. start. 213/321-1610 or 323-9710.

September 28-29

CALIFORNIA 1000
3rd Annual "Tour of Tours." All new route for 1974. For entry, SASE to Los Angeles H-D/Yamaha, 2531 S. Main St., Los Angeles, CA 90007.

OVERNIGHTER
Arizona Ringed Roadrunners MC. 602/838-0127 or 278-6620.

REDWOOD TOUR
Field events, bike judging, fishing, beer tasting contest. Napa Valley Travellers, 5468 St. Helena Hwy., Napa, CA 94558. 707/226-7239.

Saturday, Sept. 28

D-36 NIGHT SHORT TRACK
Chris Beck Arena, Sonoma Cnty. Fgds., Santa Rosa, CA. All classes, no minis. Class C tract. one bike per rider. Sign 4 p.m., race 6:30. North Bay MC 707/795-0313.

MINI MX
Arizona Desert Rcwy., 9 mi. W. of Avondale, AZ on Hwy 80 to Airport Rd. AMA sanc. part of 5 race point series, Grand Prize Chaparral 80 MX. Other prizes. 602/252-1900.

D-36 SHORT TRACK
Stanislaus Cnty. Fgds., Turlock, CA. All classes & minis. Consol. race, time permitting. Sign 4:30 p.m., race 7. 209/634-3202 or 529-1620.

INDOOR SHORT TRACK
Benton Cnty. Fgds., Corvallis, OR. Classes to 360cc & minis. Sil. rqd., 3 plts., covered pegs. No knobbies. Sign 6:30 p.m., race 8. 503/753-0923 or 926-1126.

DRA Desert Racing Assoc. Presents

California City Grand Prix-74

(the last of the real Grands Prix)
SATURDAY, OCT. 5: All Beg-PP-Mini & 3-wheel (60 miles for Beg)
SUNDAY, OCT. 6: All Nov-Am-Ex (80 miles Nov, 100 miles Am-Ex)
1/3 Desert, 1/3 Trails, 1/3 Asphalt race in Desert & through town
Dual DRA points.
Cash, 20% Trophies, Pins.
Classes for cash: 0-200, 250 & Open
$1000 in prize money
Ex – $100 1st, $50 1st in 3 classes
Am – $90 1st, $40 1st in 3 classes
Nov – $75 1st, $30 1st in 3 classes
Plus an additional $200 to 1st overall, $100 to 2nd overall, $75 to 3rd overall in Am-Ex
No money to Pie-Plate riders here.
Plus additional cash & contingency prizes. Money to Pie-Plate riders here.
Entries limited to 350 riders per race. Membership not req'd, but must have current classification card, either Desert, MX, Scrambles, etc. Send photocopy or ride Pie-Plate Expert. DRA MEMBERSHIP, $8 mid-year, Immediate Processing. Entry: $12 DRA Members, $14 non-members. Mail entry with 2 stamped self-addressed envelopes to:
DRA California City Grand Prix
P.O. Box 2605
Calif. City, CA 93505
Info: 714-373-4647
Entries still open

Application for Entry
DESERT RACING ASSOCIATION
CALIFORNIA CITY GRAND PRIX

DRA Riding No.

Name________ Address________
City________ State________ Zip________ Phone________ Age________
RIDING CLASS (circle one) Beginner-Amateur-Novice-Expert-Powder Puff-Mini-3 wheel
Make and size of bike________ Club________

MOTORCYCLE RIDING IS A DANGEROUS ACTIVITY
So I hold AT NO FAULT the sponsors of this event, their agents or the landowners or managers of the land covered by the event for whatever property damage or injury that I may cause or incur. I HEREBY CONSENT TO MEDICAL AID AND TRANSPORTATION in case of injury WITH COST OF SUCH AID OR TRANSPORTATION TO BE BORNE FULLY BY ME.

Signed________ Date________
I have read and agree to all the above
Parent's Approval________ (Required if entrant is under 18)

Increase sales this week!
Let Cycle News West help move your products and get your message to over 50,000 potential customers each week.
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P.O. Box 498
Long Beach, CA 90801
213-636-8844
213-427-7433

DRA Desert Racing Assn. & the Anaheim High-siders M.C. present
a State Championship Hare Scrambles
2x30 mile loops Beg-Nov-Am-Ex
Sept. 29
20% Trophies – Finisher Pins – DRA Points – Sign Up Sat & Sun a.m. – Start 9:30 a.m. – Complete four wheel rider and bike recovery. No Charge. – Limed 17 miles north of Adelanto on Hwy 395 right side. – S.C.A.T. Radio – 4 wheel Ambulance, Catering, Photos
714-373-4647

???? Do You Have ????
20 SECOND PITS
for the
CHECK CHASE
For $25.00 we will supply:
20 Second Pit, Gas & Oil,
Tow Service, Tools, Etc.
For Information call or write:
20 SECOND PITS
Star Route 87, Oro Grande, CA 92368
714-245-2165

Second Annual
Cal State 100 Enduro
by The Double Crossers
October 6
limed from Lucerne
AMA Dist. 37 points
Entry Fee: $8.50
Send entry with two S.A.S.E. to:
Double Crossers M/C
1133 Sierra Ave., Santa Ana, CA 92707
info: 714-557-0754
entries open: Aug. 31, close: Sept. 30
Call for team entry info.

Valley Cycle Park
Motocross & TT Scrambles
Every Sunday
Fillmore Fwy & Tierra Rejada Road
Moorpark, CA (805) 529-9546

$1000 PURSE MOTOCROSS RACE
SEPT. 22 ESCAPE COUNTRY
new track, new jumps come one, come all

CALENDAR

"MOONSHINE" NIGHT ENDURO
Lucerne Valley, CA. Limed No. on Ca... Rock Rd. from ...afe in Lucerne. Pre...y $7.50 & $1 extra p... am member, 3 man ...s. Prospectors MC, ...529 Neptune, Carso... CA 90745. Use 213/325-7651 days, 213/830-0793 nights. CANCELLED

Sunday, Sept. 29

AMA NATIONAL MILE
Golden Gate Fields, on San Francisco Bay, 5 mi. No. of Bay Bridge on Hwy 80. $21,000 purse. Mail order seats avail. Box & 1st level res., $9/2nd lev. $7.50. Kids under 12 half price, SASE & 40 cents mailing fee to MediaMax, P.O. Box 41407, Sacramento, CA 95841. Tkts. now avail. statewide at Ticketron. Prac. 10:15 a.m., qual. 11:30, race 1:30 p.m. 415/526-3020.

STATE CHAMP. HARE SCRAMBLES
DRA/Anaheim Hi-Siders, 17 mi. No. of Adelanto, CA. 2 x 30 mi. loops, 20% brass, fin. pins, SCAT Comm., Rescue 3, Amb. 9:30 a.m. start. 714/373-4647.

D-28 MOTOCROSS
West Delta Pk., Portland, Or. Far West MC, 11919 SE Liebe, Portland, OR 97216.

D-28 ENDURO
Lees Camp, Or. Mt. Scott MC, Rt. 2, Box 113, Estacada, OR 97023. 659-0207.

D-27 SCRAMBLES
Jolly Rogers Club Grds., Seattle, WA. Jolly Rogers MC. GR2-5339.

AMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. World Championship course. Pros $10, 100% p.b., others $8, 30% brass. Cash & trophy awards to hi pointers in class for 2 day series. Wall plaques for finishers in both races. $3000 rider med. cov. 714/532-3923.

CMC MOTOCROSS
Plymouth Int'l. Rcwy., Plymouth, CA. Nov/Int. $6 mail/$8 post, 30% brass. Ex. 100% p.b. $15 post only. Also beginner classes. Open 6:30 a.m., race 9. BOSS MX, 2438 El Lujo, Rancho Cordova, CA 95670. 916/362-2796.

PLONKERS ATA TRIALS
Rawhide Park, Hwy 74 btw. Perris & Elsinore. $3 gate fee/bike, camp free overnight. Sign 9 a.m., riders mtg. 10. 714/539-4198 or 537-5070.

TOOOR TT
Perris Rcwy., Perris, CA. For people who don't like to fall down. All 3-wh. classes incl. Hondas. Wahoo. 805/944-2304, $300 purse, even.

NRA MOTOCROSS
Indian Dunes, Hwy. 126, Valencia, CA. Shadow Glen circuit. 9:30 a.m. 805/259-8000.

MOTOCROSS
Fly-N-Raceway, Thermal, CA. Hwy 86 from Coachella to Airport Blvd., left to sign. First race of new season. All classes, free camping, redesigned track. Sign 7:30 a.m., race 9. 714/347-3185.

BENEFIT TT & MX
Valley Cycle Park, Hwy. 23 & Tierra Rejada, S. of Moorpark, CA. Benefit for Dave Brown. Raffling Hus 450CR. Old Timers/Dirt Diggers host clubs. Tkts. $2. 213/390-3406.

POKER RUN
Golden Knights MC, Box 813, Goldendale, WA 98620. Camping avail. 773-5627.

POKER RUN
McChord Roadrunners MC, P.O. Box 44216, Spanaway, WA 98444. 863-1347.

AME MOTOCROSS
Indian Dunes Park, Valencia, CA. Sil., memb., 3 plates all rqd. Open 6:30 a.m., prac. 8, race 9. 213/675-1922 M-F 1-6 p.m.

CMC MX
Saddleback Park, Irvine, CA. Open 6:30 a.m., first race 9 a.m. Memb. rqd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA 92626.

D-36 TT SCRAMBLES
Carnegie Cycle Pk., Tesla Rd., nr. Livermore, CA. (Corral Hollow Rd. from Tracy). All classes & minis. Class C tract., gear high, Black plts. free. Open 9:30 a.m., race noon. 415/348-2230 or 447-9027.

CRC RAWHIDE GP
Rawhide Pk., Elsinore, CA. 2 hr. race ea. class, 30% brass, fin. pins, club part. trophy. Free camping, long course, no pavement. Pre-entry $10 & 2 SASE to 6625 Dorinda, Riverside, CA 92503. Post $12. Under 18 notorized permission. First race 8 a.m. 714/688-1291.

CMC MOTOCROSS
Sears Point Rcwy., Hwys. 37 & 121, Sonoma Cnty., CA. 30% brass. 150% p.b., Pre. entry close Fri. before race. P.O. Box 41233, Sacramento, CA 95841. Open 7 a.m., race 9:30.

SEWRA/JAYCEE MX
2 mi. So. of Lingle, Wyo. on Hwy 156, route marked. 100% A rider p.b. 11 a.m. start. 307/532-4588.

D-31 MX
Mayer Rcwy., Mayer, Az. Contact 2214 Heatherbrae Dr., Phoenix, Az. 86301. 602/240-0161.

October 5-6

AMA NATIONAL ROAD RACE CHAMPION MC CLASSICS
Ontario Int'l. Spdwy., Ontario, CA. Nov/Jr/Ex. Sign 5-8 p.m. Thur., Reg. & Prac. Fri. Qualifiers, Nov., Ltwt/Hvywt. Prod. races Sat., Jr. 50 mi. & Nat'l. 2 x 100 mi. Sun. Nat'l. purse $32,000, Prod. race purse $1200.

OKTOBERFEST
Annual BMW Rally, San Diego, CA. Guided tours, field events, dinner party & trip to Mexico. Donation: Mail $6/Post $7. Mail deadling Oct. 1. Beth Baker, San Diego BMW Club. 4642 Mt. La Platta Dr., San Diego, CA 92117. 714/284-4620 or 277-1781.

DRA CALIFORNIA CITY GP
California City, CA. Memb. not req'd, but send copy of current classif. card or ride Pie Plate Ex. Dual DRA points, $1,000 cash, 20% brass. Course desert, trail, asphalt. Sat. Oct. 5, all Beg-PP-min-3 wh. 60 mi. Sun. Oct. 6, Nov. 80 mi., Am-Ex. 100 mi. Lim. 350 riders per race. Entry $12 DRA/$14 non/memb. 2 SASE to P.O. Box 2605, California City, CA 93505. 714/373-4647.

Saturday, Oct. 5

D-36 SHORT TRACK
Stanislaus Cnty. Fgds., Turlock, CA. All classes & minis. Consol. race, time permitting. Sign 4:30 p.m., race 7. 209/634-3202 or 529-1620.

NIGHT SHORT TRACK
Indio Fgds., Indio, CA. Hwy 111. Open tract., sptsmn brass, Ist 3 pl., 200% Ex. p.b. rider med. cov. Sign 6 p.m., race 8:30. 714/398-0845.

Sunday, October 6

TRANS-AMA MX
Unadilla, New Berlin, N.Y. 500cc Int'l, 250cc Support. $19,600 posted.

MOTO-AMA SIDECAR MX
Ohio Int'l. Rcwy., Ravenna, OH. OIR Assoc., 422 W. Main St., Ravenna, OH 44266. 216/297-0090.

C.T.A. TRIALS & SCHOOL
Saddleback Park, Orange, CA. Beginner/Novice classes. Trailbikes OK. Competition after school, 20% brass. Trial $5, School $1.50. Sign 8:30 a.m., school 9:30, trial after. 714/832-2770 after 5.

D-37 TT SCRAMBLES
Valley Cycle Park, Hwy. 23 & Tierra Rejada Rd., So. of Moorpark, CA. Open 7 a.m., race 9. Simi Valley MC, 805/526-6408.

MSMRA MX
Malmstrom AFB, Great Falls, Mont. Montana Championship points race, Novice brass, guar. Ex. purse $500. Sign 8 a.m., race 11. 406/452-3220.

MINIS TT & FT TROPHY DASH
Atlantic Pk., Garden Grove, CA. Fwy 22 Magnolia exit, So. to Westminster. Sign 9:30 a.m., race 10:30. 714/842-9778.

D-37 CAL STATE 100 ENDURO
Limed from Lucerne, CA on Camp Rock Rd. Lim. entry 400 riders. $8.50 & 2 SASE Double Crossers MC, 1133 Sierra Ave., Santa Ana, CA 92707. D-37 blanks only. Dwg. Sept. 30, 8 p.m., Lord Henry's, Los Alamitos. Key time 8 a.m., 4 riders/minute. Team entries & further info call 714/557-0754.

D-37 HARE SCRAMBLES
Soggy Dry La... limed from Y-Cafe, ...e, CA. 2 x 35 m...ops, Trail Nov. ...ay. Pins & point... /5 entry, 9 a.m. start. Capistrano Valley MC 714/496-1001. CANCELLED

BCA MOTOCROSS
Indian Dunes, Valencia, CA. Hwy 126. Shadow Glen circuit, 9:30 a.m. 805/259-8000.

AMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. World Championship course. Pros $10, 100% p.b., others $8, 30% brass. Cash & trophy awards to hi pointers in class for 2 day series. Wall plaques for finishers in both races. $3000 rider med. cov. 714/532-3923.

CRC MOTOCROSS
Rawhide Park. 30% trophies same day. No membership req'd. All classes. Info: 213/830-7519 or 714/688-1291.

CMC MX
Saddleback Park, Irvine, CA. Open 6:30 a.m., first race 9 a.m. Memb. rqd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA 92626.

D-36 SHORT TRACK
Pioneer Arena, 9600 Pioneer Ave., Oakdale, CA. Class C tract., sil. rqd., full leathers. All S.T. classes. Sign 4:30 p.m., race 7. 209/869-1457.

BENEFIT POKER RUN
Proceeds to the blind. Raffle, entertainment, beer, camping. First prize Honda 750. Sign 7 a.m., to 10 a.m. at Suzuki Sports Center, Saviers Rd., Oxnard, CA. SCMA sanc. One Big Family MC, 805/488-2619.

AME MX
Valley Cycle Pk., Hwy. 23 & Tierra Rejada Rd., So. of Moorpark, CA. Sil. & 3 plts. rqd. Ex. p.b. Open 7 a.m., prac. 8, race 9. 213/675-1922 or 805/529-9546.

AME MX
Spillway Park, Santa Maria, CA. Hwy 101 Broadway exit. 100% p.b. 805/937-4043 or 925-0940.

D-36 MOTOCROSS
T-Car Spdwy., Carson City, Nv. Behind Stewart Indian School. All classes, blue plates ride free. Camping OK, plenty gas. Open 7 a.m., race 9. 702/882-5030.

ROAD RACE
— O.M.R.R.A.
P.I.R., Delta Park, Portland, Ore. All classes, GP, Prod., Sidecar & Novice, Cafe. Trophies, jackets, oil awards & free beer afterwards. O.M.R.R.A., P.O. Box 13454, Portland, Or. 97213. 503/280-7259.

D-36 SPTSMN.
HALF-MILE
Orland Fgds., Orland, CA. Champ. series final. Nov/Jr/Ex plus minis. Ride $3, ins. $1. Rain date Oct. 13. Open 7 a.m., prac. 10. Aragon MC 415/892-5350.

Friday, Oct. 11

GOLDEN WEST INVITATIONAL AMA NOV/JR HALF-MILE
Ascot, 18300 Vermont, Gardena, CA. Top AMA Novices & Jrs. nationwide, by invitation. Plus Ex. TT. 8 p.m. start. 213/321-1610 or 323-9710.

Saturday, Oct. 12

AMA NAT'L. HALF-MILE NIGHT
Ascot, 18300 Vermont, Gardena, CA. $14,000 purse plus lap money. 8 p.m. start. 213/321-1610 or 323-9710.

INDOOR
SHORT TRACK
Benton Cnty. Fgds., Corvallis, OR. Classes to 360cc & minis. Sil. rqd., 3 plts., covered pegs. No knobbies. Sign 6:30 p.m., race 8. 503/753-0923 or 926-1126.

D-36 SHORT
TRACK
Stanislaus Cnty. Fgds., Turlock, CA. All classes & minis. Consol. race, time permitting. Sign 4:30 p.m., race 7. 209/634-3202 or 529-1620.

D-37 HARE
& HOUND
Check Chase — River Run, 150 mi. limed from 29 Palms, finish Parker, AZ. Lim. entry. $10 & 2 SASE to Checker MC, c/o Terrycable, P.O. Box 1321, Hesperia, CA 92345. 714/244-3139.

Sunday, Oct. 13

TRANS-AMA MX
Honda Hills, Linnville, OH. 500cc Int'l., 250cc Support class. $19,300 posted.

MOTO-AMA
SIDECAR MX
Lake Whitney Cycle Ranch, Whitney, TX. P.O. Box 786, Whitney, TX 76692. 817/694-2901.

MDRA SILVER
DOLLAR TEAM
SCRAMBLES
Ponderosa, Ave. J to 143rd E., Lancaster, CA. 2 bikes, 2 riders, 30% brass, 80 mi. fin. pins. Free camping. $15 per team. Minis solo 40 mi. $7. start 8:30 a.m. 805/944-3344.

VAMPIRE RUN
You won't believe it. Special blood donation benefit run, complete with belly-dancers, acrobats, bag-pipers, Chinese dragon. L.A. Chapter Count Dracula Society, Maniacs MC & SRRA Outriders. No put-on, it's real! Maniacs MC, P.O. Box 543, Daly City, CA 94017. 415/755-8697.

D-37 TT
Elsinore Rcwy., Elsinore, CA. Sign 8 a.m., race 9. Sandak 714/870-5220.

AME MOTOCROSS
Indian Dunes Park, Valencia, CA. Sil., memb., 3 plates all rqd. Open 6:30 a.m., prac. 8, race 9. 213/675-1922 M-F 1-6 p.m.

AMC MX
Saddleback Park, Orange, CA. No mail entry, $5/$10 post, non-memb. $2 extra. $3000 rider med. cov. 30% brass same day, 100% Ex. p.b. Open 6:30 a.m., prace. 7:30, race 9. Sil. rqd. 714/532-3923.

CRC MX
Valley Cycle Pk. 30% trophies, same day. Cash to Pros. No membership required. All classes. Info: 213/830-7519 or 714/688-1291.

ITA TRIALS
& SCHOOL
Saddleback Park, Orange, CA. Sign 9 a.m., school 10 a.m., competition 12 noon, or sign up for trials only at 11:30 a.m. $5 trials, $2 school, Box 2313, Orange, CA 92669.

CMC ROAD RACE
OCIR, Tustin, CA. Santa Ana Fwy. to Sand Cyn. exit. Races for all classes, GP, Prod. & Cafe Racer. Sign 7 a.m., race noon. 213/842-7433.

Saturday, Oct. 19

CERA FOOLS GOLD V ENDURO
Black Oak Camp, 22 mi. E. of Georgetown, CA. Camping avail., moderate difficulty. Lic. plt. or green stickie rqd. Gas check halfway, appr. 50 mi. Lim. 500 riders, dwg. Oct. 4. Entries close Sept. 24. $6 memb./$8 non-memb., teams add $3. 3 legal size (9 x 4) SASE to CERA, P.O. Box 22, Alamo, CA 94507. 415/937-9971.

Sunday, Oct. 20

TRANS-AMA MX
Road Atlanta, Gainesville, GA. 500cc Int'l., 250cc Support class. $20,000 posted. Pre-entry deadline Sept. 17.

MOTO-AMA
SIDECAR MX
Valley Cycle Park, Moorpark, CA. 1801 Century Pk. West, Los Angeles, CA 90067. 213/277-4711.

TONTO 100
ENDURO
Tonto Nat'l. Forest, No. of Phoenix, AZ. Hwy. 87, limed from McDowell Rd. A & B riders, not recom. for Beg. Entry $12 (3-man team $3 ex.) & 2 SASE to Road & Trail Assoc., 2526 E. Sahuro, Phoenix, AZ 85028. Lim. 300 riders, entry closes Oct. 13. Must be Hwy legal. Key time 8 a.m. 602/258-8175.

HIGH DESERT 100
20 mi. E. of Bend, OR on Hwy 20. Seven classes. 30% brass. $100 to Overall winner. Pre-entry $15 till Oct. 1, name, addr, size & make bike, permission if under 21. Cascade MC, P.O. Box 11, Bend, OR 97701. Riders mtg. 9:30 a.m., race 10. Post entry $25. 503/389-3795.

SWAP MEET
Rose Bowl, Pasadena, CA. Seling spaces $5/$10. Reserv. CSH, P.O. Box 400, Dept. 23, Maywood, CA. 90270. Open 9 a.m. — 2 p.m. 213/588-7310.

MINIS TT &
FT TROPHY DASH
Atlantic Pk., Garden Grove, CA. Fwy 22 Magnolia exit, So. to Westminster. Sign 9:30 a.m., race 10:30. 714/842-9778.

CMC MX
Saddleback Park, Irvine, CA. Open 6:30 a.m., first race 9 a.m. Memb. rqd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA 92626.

AMC MOTOCROSS
Rawhide Pk., Elsinore, CA. memb. entry $5/$10 Jr./Sr. non-mem. $2 ex. Open 7 a.m. 714/532-3923.

C.T.A. TRIALS
& SCHOOL
Saddleback Park, Orange, CA. Beginner/Novice classes. Trailbikes OK. Competition after school, 20% brass. Trial $5, School $1.50. Sign 8:30 a.m., school 9:30, trial after. 714/832-2770 after 5.

D-36 SHORT TRACK
Pioneer Arena, 9600 Pioneer Ave., Oakdale, CA. Class C tract., sil. rqd., full leathers. All S.T. classes. Sign 4:30 p.m., race 7. 209/869-1457.

SRAC/MRA
ROAD RACE
Adams Cnty. Fgds., Colo. Hwy. 85 to Brighton 15 mi. NE from Denver, Colo. Follow Fgds. signs. Entries pre $10/post $15. $5 ea. addl. class. Sign 8 a.m., race 1 p.m. MRA, 4286 Hooker, Denver, CO 80211. 303/458-1302 or 232-3600.

D-35 MOTOCROSS
Spillway Pk., Santa Maria, CA. Mini to 500/Open. $5 entry incl. ins. Sign 7:30 a.m., race 9. 805/937-4043 or 925-0940.

AME MX
Valley Cycle Pk., Hwy. 23 & Tierra Rejada Rd., So. of Moorpark, CA. Sil. & 3 plts. rqd. Ex. p.b. Open 7 a.m., prac. 8, race 9. 213/675-1922 or 805/529-9546.

CRC MX
De Anza Cycle Park, E. of Riverside, CA. 30% trophies, same day. Cash to Pros. No membership required. All classes. Info: 714/688-1291.

NRA MOTOCROSS
Indian Dunes, Valencia, CA. 30% brass same day, 100% Sr. p.b. No memb. rqd. All classes. 714/688-1291.

Sunday, Oct. 27

SRA HOOK &
LADDER FAMILY
ENDURO
Limed from California City golf course, benefit L.A. Cnty. Burn Ward. 60 mi., 100% brass all minis, 20% others. Fin. pins. Entry $8.50 & 2 SASE to SRA, 5226 No. Golden West, Temple City, CA 91780. First rider 8:01 a.m. 213/287-4471 or 320-1015.

November 2-3

SMUGGLER FAMILY
ENDURO
California City, CA limed from gold couse. Mail entry $4 under 14/$6 over. 10624 Midway Ave., Cerritos, CA 90701. Starts Noon Sat., 7 a.m. Sun. 213/924-2380.

Sunday, Nov. 3

D-36 ENDURO
100 MILE
RATTLESNAKE
Arrow Mills Yard, Terwer Valley Rd. from Klamath, CA. Varied speed, lim. 750 entries. $8 entry, Team fee $1/rider. Entries close Oct. 6, dwg. Oct. 13. 5 riders/minute, 1st rider 7:01 a.m. Redwood Scramblers MC, P.O. Box 760, Crescent City, CA 95531. Bring own gas, camp sites avail. 707/464-4148.

AMA NAT'L. ENDURO
D-37 CALIF. JUBILEE
125 mi., limed from Hwy. 18 & 247 in Lucerne, CA. Mail entry $7.50, 3 man team $1 ex. per rider. D-37 forms & 2 SASE to Checkpoint MC, P.O. Box 1424, Whittier, CA 90603. 213/941-1077 or 691-8481.

AMC
Every Friday Night
200% to Pros
O.C.I.R.
30% Trophies
$5.00 all entries
714-532-3923

AMC
NOW: $3,000 Medical Coverage at all events

Every Friday Night
Motocross
O.C.I.R.
AMC

AMC
Race Schedule
Sept. 22 — Saddleback
Sept. 29 — Carlsbad
Oct. 6 — Carlsbad
Oct. 13 — Saddleback
Info: 714-532-3923

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

You must fill out this form complete with your name and phone number (so we can check back with you) and mail it in plenty of time for it to reach us by noon Thursday, in order for it to appear in the next week's Calendar section. The more weeks it runs, the better you look — so get it in early! No phone calls, please. We can only guarantee accuracy on items we get in writing.

Date of Event _____ Time of event _____

Type of event *(TT, MX, Enduro, etc.)* _____

Entry fee _____ Sanction _____

Location _____

Mailing address _____

How to get there _____

Additional information _____

Your name _____ Number to call for info *(with area code)* _____

Kaw 100 double pumper reed conversion

Continued from page 28

Engine Masters, or directly from Kal Gard Corporation, 7118 Gerald Avenue, Van Nuys, California, 91406.

Frame and components:

The frame is from a GT-3 Kawasaki that has been altered just ahead of the seat, both for rigidity and to make it possible to mount the Green Streak tank onto it.

The forks are from a 125cc Yamaha. The upper crown area was relieved so that the fork tubes can slide up through the crowns. This effectively lowers the center of gravity, places more weight on the front wheel, and decreases the rake angle, making the motorcycle quicker-responding and more agile in a slide.

At the rear we used a pair of chromed Betor shocks that have been re-angled seven degree more forward on the top mount. The swing arm has been extended one inch to give the motorcycle a breathtaking 49-inch wheel base. Wheels and hubs are standard GT-3 items with a 58-tooth rear sprocket.

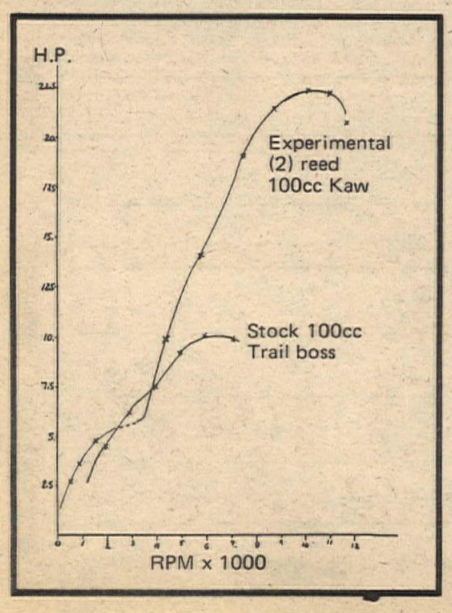
Performance:

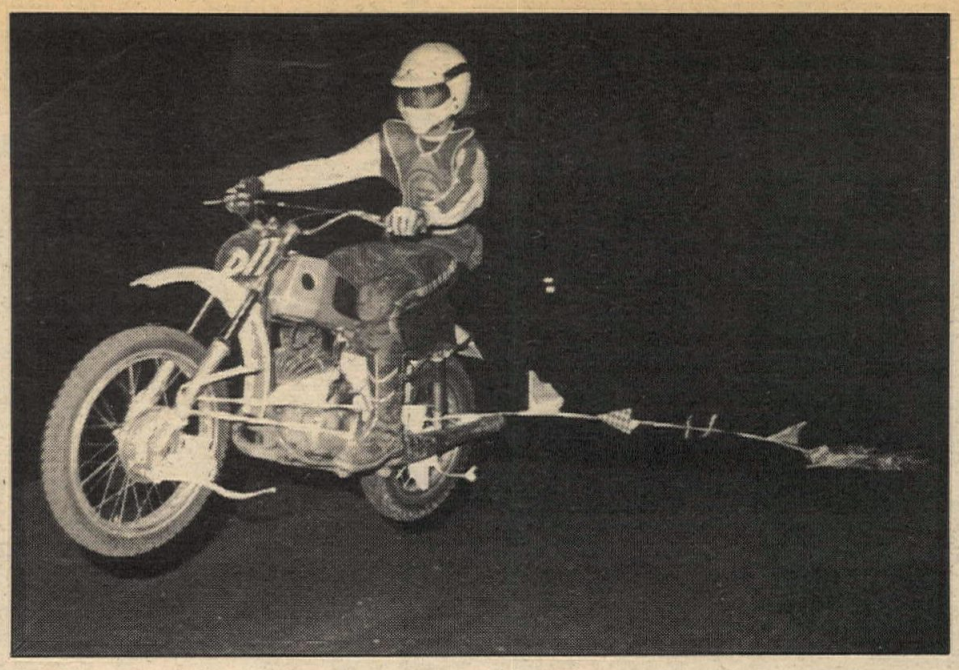
Estimations of performance can be very misleading even if you have a dyno to give you a graphic display of what is occurring. In an effort to give an effective test on what the bike could do under actual power-to-the-ground conditions, we found an area that was the equivalent of a dirt drag strip and ran competitive machinery against our experimental bike.

We felt the 125 Suzuki TM, 125 YZ, and Honda 125 Elsinore would be a good match for our 100cc Kaw. As it worked out, all the previously mentioned bikes were, to ours and everyone else's surprise, nowhere near our bike at the end of 26 standing start races.

Here's some good news for riders interested in improving their small bore Kawasakis. A reed valve conversion kit will be available on an exchange basis starting this fall. The kits will included: (1) reed valve cylinder ported to our experimental specifications; the piston, head and cylinder will be Kal-Gard treated, (1) reed spec's – down pipe "u" weld kit. (1) reed cage for single set ups and (2) for duals, rear of cylinder milled and reed manifold heliarced in place and Zyglo'd (TM) for possible leaks, etc. The kits are complete, less carburetors, and should retail for $174 for the single reed setup and $199 for the dual reed. Interested parties should write to: Two Stroke Engine Masters, c/o Arthur Ridderhof, 10984 Culver Blvd., Culver City, CA 90230. ●

Though not definitive, quickie dyno run helped show the extent of the horsepower boost of the dual reed system.





MIKE McKIBBEN

Hey Mr. Flagman! New 250 Pro Dean Stafford (at left) carries around some flags during a CMC motocross at South Bay Speedway, Chula Vista, California September 4. (Below left) Crossed by a star at South Bay Speedway, Husky man crosses it up. A child of the universe? (Below) Steve Genet plays "me and my shadow" at CMC's Carlsbad race September 1.

Corona TT & short track

By Tom Blattler

CORONA, CAL., SEPT. 4

Little Mike Tidwell returned to his winning ways tonight at Corona Raceway in the TT and short track motorcycle program, capturing four main events in the 125 and 250 Expert classes riding Yamaha YZs.

Tidwell, who rides for Yamaha of Montclair, had been beaten in the past few weeks in both. Last night, however, Mike put it all together, defeating some of the top riders from Southern California and Arizona.

In the 125 Expert TT Main, three riders jumped starter Bob Pickle before the start, including Tidwell. The three were sent back to the penalty line, and the race was started.

In the first turn, young Rick Naymola, making an appearance at Corona after a long absence, grabbed the lead followed by Wes Chandler and Tidwell. Tidwell then moved by Chandler going into the right-hander before the jump. Naymola still held a good size lead as the riders went by the grandstands for the first time.

Then Tidwell tried to get underneath Naymola in the left turn into the infield. In the following right, Tidwell just got inside to grab the lead for the first time. Rick was not about to give away the victory, and he challenged Tidwell throughout the six-lap feature. On the final lap, Ontario's Eddie Lawson moved up to make it a three bike battle; all three were wheel-to-wheel into the third turn of the quarter-mile. As the riders moved through the fourth turn and towards the checkered flag, it was Tidwell edging ahead with Naymola right behind.

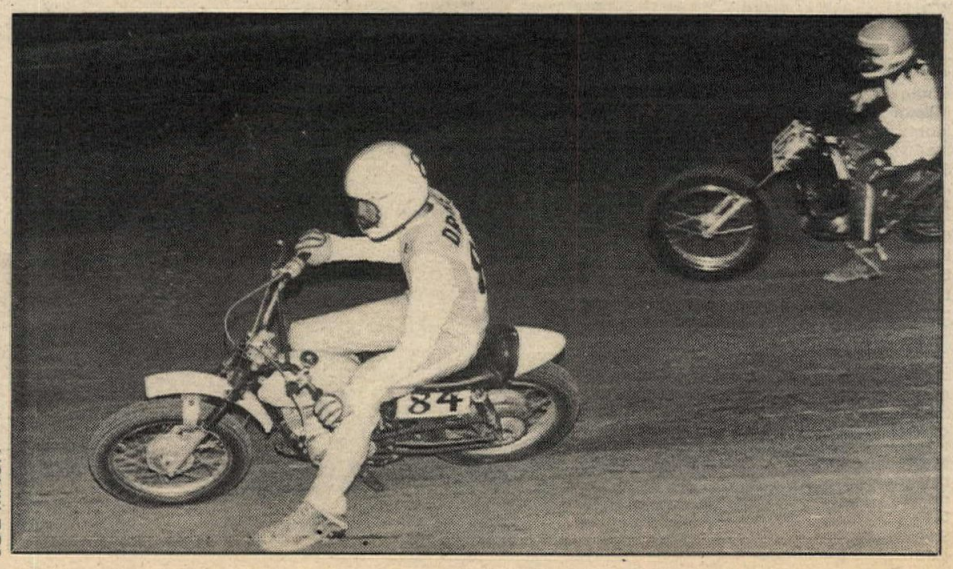
In the 250 Expert short track feature, Tidwell grabbed the lead from the start. Making his first appearance ever at Corona Raceway was Bobby Smallwood (Yam) of Glendale, Arizona, who is the number one rider in the 125 Expert class in Arizona. Smallwood challenged Tidwell a couple of times, but by the fourth round Tidwell had the number one spot wrapped up. Smallwood was second.

Another rider making his first showing at Corona Raceway was Dean Sykes of Vancouver, Washington, getting warmed up for his first time at Ascot Park on the half-mile. In the northern parts of the West Coast, TT racing pretty much rules with Sidewinders park and Castle Rock being the top tracks. So for Sykes, the Corona course seemed familiar. He rode his 350 Kawasaki to an excellent victory in the Open Expert class, defeating Doug Westly (Kaw).

Top AMA professional Novice rider Jim Wright (Bul 350) returned to the short track wars at Corona for the first time in a while. Wright was fresh off his fine fourth place finish in the AMA short track at the Antelope Valley Fairgrounds, the only Novice rider to make the main event at Lancaster. Many feel it was his experience at Corona that made him so fast on other short tracks. Wright defeated Sykes. ●

Results in the Results Section.

Eddie Drake (84) slid his way into second in the 100 Novice TT feature race at Corona Raceway September 4. He does alright in 125 Novice, too.



JOE MACK

WANT ADS

WANTED: BUYER OR PARTNER for rapidly growing mail order business, due to health reasons. Five motorcycle franchises available. Call Bill (213) 353-1921. (36/3x)

Kawasaki Cranks Rebuilt
Genuine factory parts 1-2-3 cylinders. VENOLIA forged RACING pistons. Any bike from standard to .080 over. Dealer special service. 8:30 a.m. to 1 p.m. 5272 Troth Street, Mira Loma, California 01752. (714) 685-5727. (36/2x)

Champion Racing Frame Stock
500 shares available now. "Premium stocks," value increasing daily! "Possible trade." (415) 537-3319. (36/2x)

1972 Maico 501
Top condition — (213) 324-7748. (36/4x)

Husqvarna Specialist
Largest Husqvarna dealer in U.S.A. since 1967. Malcolm Smith Motorcycles, 1689 La Cadena, Riverside, California (714) 686-8014. (32/TFN)

1973 HUSKY 400 CR 208 LBS! Factory engine, 7" travel forks, 6½" rear, Curnutts, alloy tank, ultra reliable, unbelievably fast. Trick as you can get, plus $500.00 spare parts. $1250.00 takes all. (213) 367-1722. (36/3x)

Super Deal Trackmaster Yam.
360 S.T., Half-miler or TT. CDI and mag. ignition, fresh motor. Barnes wheels, disc brake. This one's a dependable rocket ship — $900.00 or offer. (805) 646-5837. (36/2x)

Dyno For Sale
Patraco MK. 11C Dyno System. Complete with electronic tach and tie downs. Very little use, perfect condition. Cost $4,400.00. Will sacrifice for $3,195.00. Can finance. Contact Jerry (213) 849-7295. (31/TFN)

For Sale — Kawasaki Shop
$45,000 cash. Newly remodeled. Sole Kawasaki dealer in city of 118,000. Building for sale or lease. Bell Kawasaki, 2270 North Wilson Way, Stockton, California 95205. (209) 464-4783. (36/4x)

Suzuki Owners
We have the best parts stock. Try us at CAMPBELL SUZUKI, 14200 Lambert Road, Whittier, California. (213) 696-3306. (20/TFN)

750 Triumph Trackmaster
Engine by Jack Hateley. ARD, Axtell, Mikuni, Ceriani, Lockheed, Barnes, Akront, Koni, and more. Everything brand new, street licensed, $2600.00 invested. Asking $2200.00. (213) 454-1738. (36/2x)

MX Boot Sale
$39.95. Lace, $29.95. While they last. Buena Park Honda, 8461 Commonwealth Avenue, Buena Park, California. (714) 521-3642. (36/TFN)

1972 Hodaka 100 B+
Stripped for dirt, street gear included. Well maintained, never raced, runs good. Asking $275.00. Call Dave (213) 762-9374. (36/2x)

Super Chain For Super Bike
Made in U.S.A. Self lubricating and pre-stretched up to three times the life of a normal chain. Available now 5/8x3/8 or No. 530. Dealer inquiries invited. House of Suzuki, P. O. Box 8535, Fountain Valley, California. (2/TFN)

Forward Mounted Shocks
New Bultaco Pursangs in stock now. Guy Louis Motorcycles, 990 East Willow, Long Beach, California. (213) 426-1358. (28/TFN)

1974 YAMAHA 250 MX. Absolutely showroom condition, $750.00. (714) 495-5434. (36/2x)

"Ballenger Bob" Kasmar likes
his new prescription goggles. You will too! Write: Ellie Taylor's Goggles, P. O. Box 5023, Santa Barbara, California 93108. (36/5x)

Yamaha Swingarms
Chrome-alloy, needle bearing arms with Mid-Mount shocks. No frame modifications required on stock MX's. Adds 2" of rear wheel travel. '74 Enduros MX 250/360/500, $85.00. YZ 250/360, $85.00. Call or write for information on complete frame kits for all MX Yamahas. MAYNARD/PROFAB, 13666 Harbor Boulevard, Garden Grove, California. (714) 530-7340. (13/TFN)

YAMAHA TWIN. FRESH TD1 ENGINE. Trackmaster frame, Ceriani front end. Plus spare engine, barrels, pistons, pipes. Raced 3 times. Sacrifice $1,000.00. After 2 p.m. (213) 289-7458. (36/3x)

Not DeCoster's, But Fast
1973 Suzuki TM 250. Curnutts, PMC tank, Rahm fenders, Chromoly bars, and other trick crap. Clean enough to eat off. First $625.00 nabs it! (213) 596-8306. (36/TFN)

'73 Husky 400 CR
$800.00. (714) 683-8215. (36/2x)

Trail and Trial Riders
Attention
The second edition of ESCAPE BY TRAIL BIKE is now on sale. Send $3.50 to Cycle News, P.O. Box 498, Dept. Jeannie, Long Beach, California 90801. (35/TFN)

'73, 250 CZ
Have new Maico. Must sell CZ. Has everything, fast and reliable, weighs 220 — $750.00. (213) 448-3910. (37)

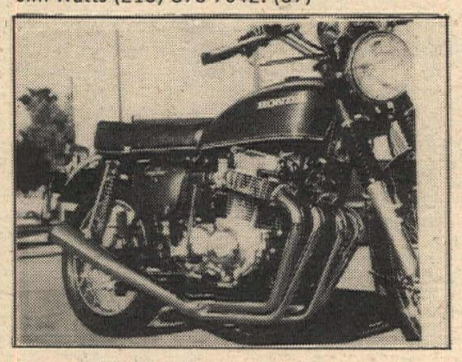
Honda CR125, 1974
Ported, head work, T&M pipe, big carb., 250 sprocket, 5 hours old, $850.00. (213) 336-3404 or (213) 333-9217. (37)

Bultaco Tiron
Spotless '73 Mini-Sherpa T. Five speed, child's 100cc trials bike, $400.00. (213) 592-1915. (37)

'71 Husky 400
DID's, new tires, 2 months old engine and trans., new controls, fenders and seat. $600.00. Call days to Ron (213) 487-2088. (37/2x)

Finisher Pins
Most of the Finisher Pins you're wearing we made — Now — Buy factory direct. Save 20%. Cal-Mart Plating, 607 South Hill Street, Los Angeles, California 90014. (213) 623-6987. (17/TFN)

EXCELLENT CONDITION '72, 400 HUSKY, $1050.00. '73, 125 Yamaha MX, $525.00. '71, 175 Yamaha Enduro, dirt, $425.00. '71, 90 Yamaha Enduro, dirt, $275.00. American 4-bike trailer, $225.00. Jim Watts (213) 378-7042. (37)



Kerker Exhausts
Ultimate Cafe Racer Systems for Honda 750 and Kawasaki 900. Performance, lightweight, ground clearance. Good looking upswept megaphone design. Race proven by Number One Honda rider on the National circuit. $130 black, $150 chrome. Also big selection of seats, tanks, handlebars, fairings, rearsets, K-81 Dunlops, J&R expansion chambers etc. Dealer and Mail order inquiries welcome. RACECRAFTERS INTERNATIONAL, 7932 Sunset Boulevard, Hollywood, California 90046. Phone: (213) 876-3600. (29/E3rdI)

1956 Ford Pick-Up
F250, $499.00 or trade for cycle. (714) 521-3642. (33/TFN)

3 and 4-Rail Cycle Trailers
Custom built, superior design and quality, 15" wheels, loading ramp, etc. Call for details. (714) 637-8590. (37)

CZ GP Replica Frames
4130 Chrome-Moly Heliarc welded. Accepts all stock components. Complete with brake pedal and hollow rear axle, $395.00. Swingarm only (fits stock CZ) with axle, $99.95. THE FRAME WORKS, 7893 Clairemont Mesa Boulevard, San Diego, California 92111. 1-(714) 560-8412. (22/TFN)

'71 Husky 400
Excellent condition, lengthened swingarm, 3 gallon tank, Pettys. Many more extras, $600.00. (213) 645-4411. (37)

'73 CZ 250, perfect, seldom ridden, Konis, Mikuni, tank, $700.00. Work (805) 968-1011 — No. 476, Jim. Home (805) 687-3224. (37)

Dirt Riders
I'm ready; any Wednesday or Thursday to go riding. Have Husky need someone with 4 wheels. Call after 5:30 (213) 635-7244 Long Beach. (37/2x)

'72 Rickman Montesa
Mikuni, skid plate, Konis, many extras, hardly ridden. Must sell because of school (213) 632-4892. (37)

'74½ Husky 250 CR
Ridden twice, must sell, brand new, not broken in yet. (213) 363-7642. (37)

'72, 125 BULTACO PURSANG. LOOKS & RUNS cherry, Mikuni, skid plate, padded seat, two tanks, all plastic, Filtron, Honda seals, $475.00. Also leathers, boots, quiting riding, everything goes. Father forces sale. (714) 828-5691. (37)

Wanted
Yamaha salesman, full or part time. Also full-time partsman. (213) 635-8058. (38/TFN)

'73 DKW 125. EXCELLENT CONDITION, very quick and dependable, new engine, great desert bike. $600.00 or best offer. (714) 524-9436. (37)

Husky '72, 250 WR
Never raced, mint condition, must see to appreciate, $800.00. (714) 987-2885. (37)

Where's Huntington Park???? S&L Yamaha, 5938 Pacific Blvd.
Just south of Slauson Avenue. Mooch deals to AMA and District racers on all new bikes and racing parts. Yamaha road racer parts in stock. (213) 587-7244. (34/TFN)

175 Ossa Trackmaster
Barnes wheels, disc brake, Betor forks, Koni shocks. Plus many extras. Best offer over $600.00. Before 4 p.m. (714) 828-0353. After 5 p.m. (213) 432-6468. (37)

EXCELLENT BARGAIN — SUZUKI TS185. Hop-up kit, Cerianis, 21", YZ tank, forward shocks — too much to list. (213) 263-1804. (37)

'74 Trials Suzuki
R.L. like new, ridden twice, job relocation forces sale, $975.00. (213) 695-0566. (37)

Bultaco Matador SD MK 4
1972, licensed for '74, street legal, low mileage, many extras, beautiful shape, $600.00. After 5:00 p.m. (213) 660-3288. (37)

'72 Hodaka 100
Ceriani forks, Preston Petty fenders, expansion chamber, skid plate, '76 green sticker, Uni. levers, many extras, mint condition, $335.00. (714) 557-6613 or (714) 847-8460. (37)

'73½ Maico 250 Radial Fin
Shocks moved up by Wheelsmith, Konis, D.I.D.'s, H/D spokes, G.P. fork springs, frame gusseted, just bored, K&N air cleaner, narrow gas tank, very fast, excellent condition, $1050.00. (213) 928-2369. (37)

'73 For $475 or $65 For 1 Pc.
TT leathers, 5'10"x160 lbs. Cherry Bultaco Astro with Pursang barrel. (213) 454-2653. (37)

RICKMAN FRAME FOR BIG BIKE. All the fiberglass extras, rear rims, and sprockets, needs forks. Make offer. Call after 5 p.m. (213) 860-5994. (37)

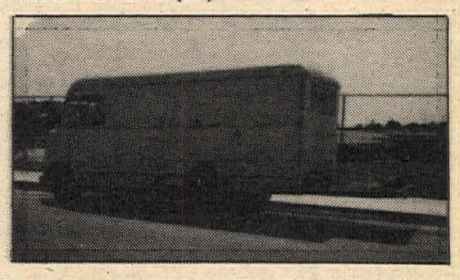
40mm MIKUNI, MAICO TANK — $25.00 each. (213) 698-4685. (37)

'59 BSA 500 GOLDSTAR dirt bike. Runs good, $400.00. (408) 732-7042. (37)

25% Savings on Insurance
Dealer garage liability 15% savings on Dealer's bonds. JOHN W. MAYNARD INSURANCE, 3447 Motor Avenue, Los Angeles, California. Phone: (213) 836-5211. (TFN)

'71 Yamaha 125 MX "Sano"
Excellent condition, many extras, must sell. Call after 4:00. $450.00. (213) 355-7047. (37/2x)

$200 REWARD. FOR RECOVERY of 1975 YAMAHA YZ 360 Monoshock, engine and frame number 484-000660. Also 1974 YZ 250 for sale, used little, excellent, $900.00. (714) 427-2550 work, (714) 462-0572 home. (37)



FORD VAN WITH OLDS ENGINE and Turbo hydro dual fuel, Butane and water tanks, refrigerator, stove, running water and sink. Will carry four bikes, $1600.00. (213) 375-9635. (36/2x)

Wanted
Mechanic who is interested in a future. Suzuki background. Salary open. (213) 966-8541. (30/TFN)

New Trick CZ 400cc
$1095.00. Bikes all have plastic gas tanks, Mikuni carbs., Girling rebuildable shocks, special exhaust system, Oury grips, kill button, alloy wheels and sunburst head. Dan Green's Fresno Cycle Center, 2250 East McKinley, Fresno, California 93703. Write or call, we will ship anywhere. (209) 233-1834. (35/4x)

NEW
CR-250 MX
$1049.00 total price
213-796-0231 Pasadena Honda

1973, 250cc MX YAMAHA. PERFECT CONDITION, Konis, fork kit — $495.00. (213) 698-6684. (37)

1973 HODAKA SUPER RAT. Excellent condition, ridden 5 times, $299.00. (213) 573-3723. (37)

Bultaco '73, 125 Pursang, Nice

Never raced, clean, boots, helmet, plate, leathers, Curnutts. $700.00 or ? (213) 447-0372. (37)

1974 CR 125 Elsinore

Miraculous; superbly maintained, excellent. $850.00 or best offer. (213) 894-6925. (37)

'73 Camper Shell

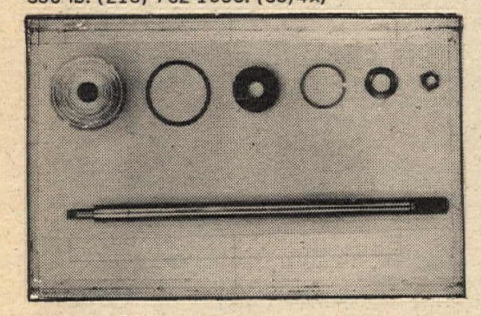
36 inches tall, bike fits, cargo door. Fits Toyota, like new, $175.00. (213) 320-4409. (37)

Elsinore 125 Replica Plastic Tanks

Available in Preston Petty colors. P. J.'s, Manhattan Beach (213) 545-0051. (24/TFN)

'73 Rickman Cafe Racer

700cc Triumph, 5 speed, discs, mag hubs, Sebring electronics, full fairing & valve head, 330 lb. (213) 762-1033. (35/4x)



Honda Shock Kits

Our kit fits the CR 125 and 250. We have increased the shaft diameter to ½" to make it strong. $12.95 per shock. Add tax. To: Hiiesalu Manufacturing Company, 322 North Lima, Burbank, California 91505. (213) 842-3280. (34/4x)

Become An Expert for $3.50

The new ESCAPE BY TRAIL BIKE, second edition is out — and on sale — at: Cycle News, P.O. Box 498, Dept. Jeannie, Long Beach, California 90801. Send $3.50. (35/TFN)

Attention Triumph Dealers!

Complete inventory of Triumph parts from bankrupt Triumph Detroit. Call collect (313) 465-6505. (35/4x)

S & L Yamaha, Huntington Park??? Racers TD2, TA250, TZ250, TZ700

PARTS IN STOCK. Service and parts available on all Yamaha twin, old and new at discount prices to AMA and District riders. (213) 587-7244. (34/TFN)

Free

Two Speedway tickets with any test ride and credit application taken between August 21 through September 26, 1974 at Robert M. Law Motorcycles, 224 North Anaheim Boulevard, Anaheim, California. (714) 533-1309. (33/5x)

Trade

Auto air conditioner (fits any Ford Motor Co. product, includes compressor, radiator, etc.) for 8 ft. camper shell. Call (213) 421-9179. (26/TFN)

Husky Mag Cylinders

Replacement liner installed in your cylinder. Standard bore and porting, $75.00. Exchange units ready to ship. Extra porting available. Dave Hopkins Cycle Specialties (206) 485-4664. (34/5x)

Parts Manager

Buena Park Honda, 8461 Commonwealth, Buena Park, California 90621 or call: (714) 521-3642. (33/TFN)

1971 Husky 400

2 tanks, good condition, $700.00. (213) 567-6970 after 6:30. (35/3x)

Husky Specialist — Fast Mail Order

Largest Husqvarna dealer in U.S.A. since 1967. Malcolm Smith Motorcycles, 1689 La Cadena, Riverside, California (714) 686-8014. (34/TFN)

Motorcycle Dealership For Sale

Four franchises, located in Orange County, California. Price $65,000.00. Or will exchange for cycle race track, or land to suit. Cycle News, Box 498 Dept. A, Long Beach, California 90801. (35/4x)

'73½ CZ 250. SUPER FAST LIGHTWEIGHT, $2,000 invested, Konis, Motoplat, fiberglass tank-airbox, 34 Mikuni. Every extra, excellent condition, $850.00. (714) 758-0655. (37)

'72 YAMAHA 250 MX. NEW LOW END, plastic tank, ported and polished, 34 Mikuni, skid plate, stored 8 months, perfect condition, $595.00. (213) 785-6816. (37)

'71 Husky 400

$900.00. Desert ready, Curnutts, lengthened swingarm, skid plate, 3.50 Cheng Shin up front, clean, fast, reliable. Call (213) 358-5273 after 5:00 p.m. (37)

Maico

SALES, SERVICE, PARTS. COMPETITION SERVICES, INC., 1244 No. Gaffey St., San Pedro (213) 831-1279. (28/TFN)

1973 KAWASAKI 250 F11. VERY LOW MILEAGE, original condition, garage stored, like new, $750.00. Call after 7 p.m. (213) 694-2286. (37)

1974 Bultaco Pursang 250cc

Never been raced, 18-20 hours on engine, perfect condition, $1150.00. (714) 493-8016. (37)

Motorcycle Salesman

Experienced only need apply. Ask for Bill Robertson Jr., at (213) 466-7191. (37/2x)

'72 OSSA PIONEER, EXCELLENT SHAPE, many extras, $400.00 or best. (213) 596-8832. (37)

750 YAMAHA DIRT TRACKER. New Red Line frame, steel rods, new cam, head — rear disc spool front — special tank and seat. Ready to win — $2395.00. Contact Dusty Coppage (503) 644-8965 eves. (37/4x)

'71 Yamaha 360 MX

Moto equipped — clean — fast — $500.00. (213) 379-0150. (37)

'72 Bultaco Pursang, $450

Runs great, new Diamond chain, handlebars and rear tire, heavy duty spokes, Petty fenders, Turner pipe. Also 2 bike trailer, $50.00. Ask for Wayne (213) 424-3678. (37)

Honda 125 Elsinore

Radial head, forward mount shocks, 30 Mikuni, Andre bars, very clean and very fast, $775.00. (213) 347-2961. (37)

'71 Sportster

Low miles, excellent condition. Must sell, extras. 5900 miles, original engine, 8" extended front end. 16" rim, all chrome spokes, chrome chain guard. (213) 633-0334. (22/TFN)

Chopper — 1959 Indian

Rigged frame, ¾" rake, Gertter front end, Harley-Davidson rear end, rebuilt 2 months ago. Must sell, asking $1,100.00. (714) 536-6669. (37/2x)

'69 Husky 400

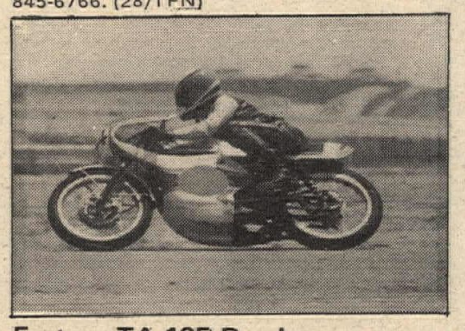
Big tank, many extras, great condition, $600.00. (213) 835-2657. (26/TFN)

'72 YAMAHA 100 ENDURO — dirt. Have all street equipment, $350.00. Excellent. (213) 780-9432 or (213) 842-8723. (37)

'72¾ PENTON 175, BEAUTIFUL CONDITION. $700.00 or trade for enduro. (714) 524-1337. (37)

Rear Shock Springs

Poppy now has in stock, 100 lb. 8½" — 9½" long chrome silicon steel springs. Dealer inquiries invited. Poppy Company, (213) 845-6766. (28/TFN)



Factory TA-125 Roadracer

All new!! Never down, trick engine, Borrianis, Koni, Yokahama, four shoe front brake, spare-engine parts. Lumenition ignition, two fairings, tires. Sell or trade? $925.00. (213) 880-4387. (37)

Rickman CR Chassis Kit For Your Honda 750

$1495.00. Call for details. Kolbe Cycle Sales, Inc., 22123 Ventura Boulevard, Woodland Hills, California (213) 348-7865. (37)

E. C. Needs: 3 Types Of

people. Pipe builders, road salesman, and a person for porting. Experience preferred, BUT not necessary. Send resume to: Cycle News, Box 498, Dept. T, Long Beach, California 90801. (31/TFN)

Going to Canada

'72½, 350 Bul. '73½, 125 Elsinore. Both clean machines, never raced, trail ridden only, very low hours, many extras. (213) 246-0243. (37)

Salesman

Alsport Inc., Manufacturer of Trisport 3 wheelers, Steen M/C, Boa ski snowmobiles, and Alsport utility truck vehicle, distributes dealer direct in 23 states from 6 branches, located in California, Texas, Ohio, Georgia and Pennsylvania. We have openings for a salesman at each of these operations. You will set up new dealers and service existing dealer accounts. Extensive travel: Salary plus commission, plus expenses. Travel and auto allowance, and full fringe benefits. Send resume to: J. Keathley, V.P., Alsport Dist. Co., 84 Whittlesey, Norwalk, Ohio 44857 or call (419) 668-2571. (26/TFN)

Late '72 Husky 250 CR

Bought December '72, excellent condition, two tanks, new fenders, Mikuni, DID rear rim, many other extras. Must sell, $800.00 or best offer. (213) 444-3629. (37/2x)

'71 PENTON. MANY EXTRAS. Brand new engine. Make offer. (714) 897-7840. (37)

'73 Honda XL 250

Clean and stock except S/S skid plate — less than 1000 miles — $850.00. Days (213) 722-8000 ask for Robinson. (37)

Super Hodaka 100 MX

Over $1,300.00 invested, under 165 pounds. Must sell; asking $485.00. (213) 329-2906. (37)

'73 Bultaco 350 Alpina, Super

clean, lo miles, Mikuni, Pettys, 3.50x21, custom seat and many other extras. $750.00/offer or trade for Baja Bug. (213) 349-2625. (37/2x)

'72 Yamaha 250 MX

Never raced. Completely rebuilt. 450x18 Cheng Shin. Must sell, $495.00. (213) 941-4831. (37)

'74 Yamaha TX500A

Stock equipment, in excellent condition, (300 miles) and runs smooth, $1375.00. Call after 6 p.m. 2H8347 (714) 993-7231. (37)

'74 Honda 250 Elsinore

Rebuilt trans., top end, new everything, ported, trick. Paint job, very fast, extra gas tank, spares. $800.00, best offer. (714) 892-6026. (37)

'73 CR 250 Elsinore

Excellent condition, must sell. Take over payments, or make offer. Evenings (714) 897-2012. (37)

Bultaco 250 Trials

'70 Sherpa T, excellent condition, extras. Must see to appreciate, $475.00. (213) 335-8534. (37)

1974½ HUSKY 125. EXCELLENT CONDITION, two tanks, extras. $750.00 or best offer. After 5 p.m. (213) 320-8056. (37)

'71 Bultaco 250

Dirt or street legal, $300.00. Call before 12:00 a.m. or after 6:00 p.m. (714) 247-8873. (37)

'72 MONTESA CAPRA. EXCELLENT CONDITION, many extras, $450.00. (714) 244-5335 day. (37)

Fast 50cc Road Racer

Lots of spares, new tires. Have 50cc G.P. basket case. Also Eddie Lawson's bike for sale. (714) 986-6132. (37)

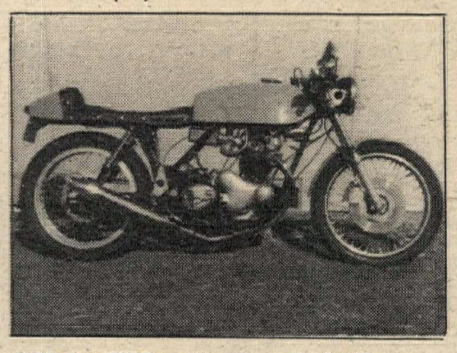
'72 CZ 400, No More Hop

with '74 style long forks, DID rims, 36 Mikuni, plastic tank and fenders, tools. $495.00 or best offer. (213) 285-1701. (37)

'72¾ CZ 400, Exlt. Cond., 575!

Femsa ignition, Bing carb., plastic tank and fenders, Konis, Akronts, Mid Valley pipe, all clean. Gear box, shifting, forks, bearings, seals, low end, top end, 1 over CZ piston, clutch, all A-1 condition. Must sell immediately so low, low price. (213) 398-9520. (37)

HODAKA SUPER RAT, MUST SELL. Ported, Reed, 32 Amal, Webco head, straight cut gears, Barnett clutch, PP fenders, Akronts, Curnutts, lowered frame, extended swingarm, plastic tank. Any reasonable offer. (714) 529-4658. (37)



350 lb. 750cc Norton Cafe Racer

Oil in frame, Combat engine, K-81's, aircraft hardware, full cafe. $1500.00. (714) 540-6147. (37)

'71½ OSSA STILETTO — NEW ENGINE, $400.00. (714) 633-5462 after 5:30 p.m. (37)

Wanted Lot Man

Buena Park Honda, 8461 Commonwealth, Buena Park, California 90621 or call (714) 521-3642. (33/TFN)

G.P. CZ '74½, 250

Near new bike, used little; excellent condition. Konis, special tank, other extras. Must sell, need money. After 5:00. $1000.00 or ? (714) 642-4588. (37)

New Road Racers For Sale

New 250 TD 3 road racers. Used 250 TD 3 road racers. Used 250 TD 2 road racers. Used 350 TR 2 road racers. Used 350 TR 3 road racers. One 250 Suzuki Prod. Spare Parts — Krober Ignitions — road race tires — Daytona seats. 8:30 a.m. — 5 p.m. (714) 465-9700 Dave Evans. (18/TFN)

'72 Yamaha Bought In '73, DT2

Excellent condition. Was stored for five months. Koni shocks, ported, lots of extras, very fast 250. Must sell. (714) 557-9551. (37)

Super Chain For Super Bike

Made in U.S.A. Self lubricating and pre-stretched up to three times the life of a normal chain. Available now 5/8x3/8 or No. 530. Dealer inquiries invited. House of Suzuki, P. O. Box 8535, Fountain Valley, California. (2/TFN)

'73 GP 125 CZ. SUPER FAST LIGHTWEIGHT GP engine, GP frame, mid-shocked, every extra, excellent condition, $495.00. (714) 758-0655. (37)

"We Moved"

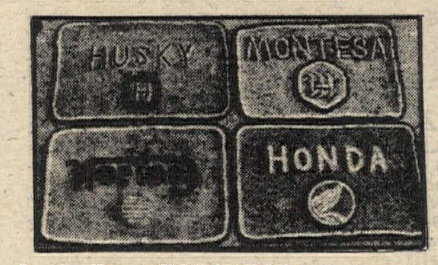
GUY LOUIS MOTORCYCLES, 990 East Willow, Long Beach, California. Phone (213) 426-1358. (14/TFN)

'69 Sachs 125

Rebuilt engine, excellent condition, $325.00/best. (714) 894-0717. (37)

'73, 250 ALPINA. ONLY 395 COW-TRAILING miles — This bike looks and handles like new — $680.00 includes ramp, helmet and more. Come see it — you'll buy. (714) 546-3382. (37)

1¼ ACRE, $790.00 FULL PRICE, So. Calif. near Frwy. No. 5, dirt riding, fishing. $60.00 down, 9 monthly. Pri. Party (213) 861-5431. (37)



Cycle Rugs 24" X 34"

Nylon, super durable, machine washable, all rubber backed. Choice of 23 brands in red, yellow, blue, orange, and green. Send $8.00, check or money order or I'll C.O.D. (plus postage). J's RUGS, 3306 S.E. 166th, Portland, Oregon 97236. (37/TFN)

*****'74, 125 Yamaha YZ******

Skyway downpipe, 30mm Mikuni, MX barrel, can be bored. Fork kit, S&W springs, Twin Air, new knobby, super clean, super fast, Elsinore eater, $750.00. (714) 675-1163. (37)

Sherpa-T

1972, 250cc. Runs and looks like new, $650.00. (714) 444-7979. (37)

1973, 250 CZ

Mid Valley ignition, pipe, Mikuni, Chromoly bars, Boge, plastic tank, fenders, used 5 months, excellent condition. Exceptionally fast and reliable. $1500 invested. Sacrifice $750.00. (805) 967-8817. (37)

DODGE VAN, 1967, ¾ TON WITH WINDOWS, automatic, big slant six, lo miles, 15 MPG, new paint, holds 3 bikes. Best offer over $1500.00. (213) 448-6183. (37)

1974 Yamaha YZ 250

Like new, must sell, many extras, $850.00. Day (213) 588-8986. Night (213) 928-1825. (37)

350 Bultaco Parts, Cheap

Pistons, $20.00. Rings, $5.00. Femsa complete, $100.00. Fork, Triple clamps, seals, spokes, jets, levers, brake shoes, swingarm bushings and more. (415) 837-2267. (37)

'71, 400 Husky

If you're looking for a Husky, you'll never find a better one; new or used. Desert or moto tank. Make offer. (714) 826-3488. (37)

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Dodge ½ ton, w/shell, extra gas tank, new tires, runs good, and 250 TS Suzuki. Trade for good dirt bike. (213) 920-1231. (37)

Wanted — Employment

Male, 27, vet, college school trained mechanic, looking for position — willing to work in parts, service, sales or whatever. Wanting to relocate. J. McCullough, Box 1512, Baltimore, Maryland 21203 or call collect (301) 323-5346 after 9 p.m. E.S.T. (37)

Help Wanted
Partsman, Honda motorcycle or auto. Experience preferred, but will train competent man. Call Bill Robertson, Jr. (213) 466-7191. (37/2x)

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Now those hard to find H-D Baja parts are available at Krizman Engineering & Sales Co. We have genuine H-D parts and accessories in stock for immediate delivery. Racing goodies, porting, and dyno tuning. Write or phone: Kesco, 12990-D Bradford Street, Arleta, California 91331. (213) 768-2233. (TFN)

Honda Elsinore 250, Cherry
Four months old, 20 hours riding time, never raced, $950.00. (213) 398-7341. (37)

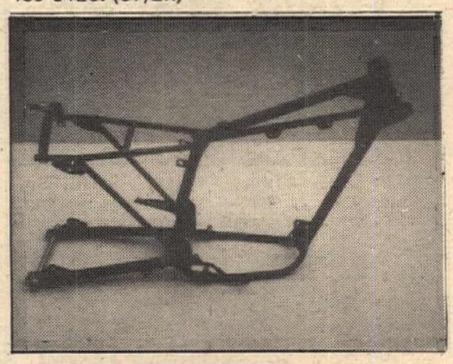
250 ELSINORE, LOW MILES, A-1 condition, spare tank, skid plate, $770.00. (213) 676-3950. (37)

'71 HUSKY 360 ENDURO. IMMACULATE, still on original ring. Front V.D.O., Mikuni, 3.50/4.50 tires, Diamond chain, Skyway, license for street, plus much more, $750.00. (213) 447-2530. (37)

HUSKY 250 CR — EXCELLENT, like new, must see! — $650.00, make offer. (714) 538-7788. (37)

'73 CR 125 Honda
T&M pipe, 30 Mikuni, G.P. barrel, forward mounted Konis, many extras, excellent condition. Must sell now! $650.00. (714) 545-5456. (37)

'74 YZ 125
Excellent condition, new Red Line swingarm, D.I.D. rim, S&W shocks, Trelleborg, new piston, rings, up. and lower bearings, rod, mod. chamber. $700.00 firm. (805) 489-8420. (37/2x)

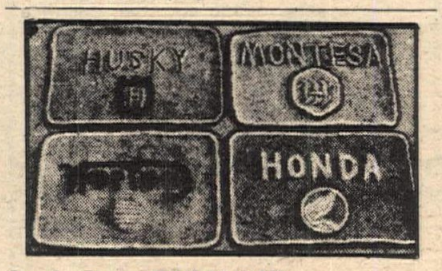


CZ GP Replica Frames
4130 Chrome-Moly Heliarc welded. Accepts all stock components. Complete with brake pedal and hollow rear axle, $395.00. Swingarm only (fits stock CZ) with axle, $99.95. THE FRAME WORKS, 7893 Clairemont Mesa Boulevard, San Diego, California 92117. 1-(714) 560-8412. (22/TFN)

Racing Camera—Minolta SRT 101
Vivitar 55 to 135 f:3.5 Telephoto Zoom lens — trick strap, lens cap, eye piece, lens case, original factory cartons and special foam-lined car case. The perfect outfit for bike photos. Sent prepaid upon receipt of Certified Check for $295.00. Marty Gregory, 1408 North 7th Street, Boise, Idaho 83702. (208) 345-5083. (37)

'73½ Honda Elsinore 250
Excellent condition, as good or better than new. Raced once, less than 18 hours total riding time. $750.00 or best offer. (714) 735-5541. (37)

HONDA CR 250. LONG KONIS, G.J. handlebars, Magura C.P., Trelleborg tires, bronze bushings, $750.00. (213) 280-8244 or (213) 336-9301. (37)



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'72 Honda 450 Metal Flake
Red paint, pull backs, 750 front end, 15" steel rear, 2000 cam, sissy bar, step down seat, Hooker — 2 into 1 exhaust, new springs and shocks, steel freeway bar and more. Bike is beautiful. Only $1100.00. 12000 miles on bike. (213) 876-9084 or (213) 874-9634. (37)

Where Is S & L Yamaha????
5938 Pacific Blvd., Huntington Pk.
360 Monoshock YZ's in stock. Yamaha MX bicycles in stock. (213) 587-7244. MOOCH deals on all new models. (34/TFN)

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Center stand — speedo and tach — and tach drive for '70 Tri. 500. Also dual carbs and manifold. (714) 675-1522. (37)

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Everybody thinks that Aragon makes only expensive trailers but we have everything from the cheapo kit to axles and prefab steel. So, before you buy a trailer, do yourself a favor. See the finest engineered 3 rail trailer kit for under $200.00. See your dealer or call (213) 359-4597. (34/TFN)

'72 CZ 400
Mikuni — Sunburst head — Konis, DID rim, 3.00 front tire, plastic fenders and tank. Plus spare parts, $700.00. (213) 670-4695. (37)

250 Elsinore, $750.00
Spare engine, $350.00. Will deliver. (805) 947-8315. (37)

Husky 400 CR, 1974
7 months old, Filtron, Curnutt shocks, lengthened swingarm, 450 tire, set up for desert. Great condition, $1,200. Call after 5:30 p.m. (714) 535-4165. (37)

1972, 450cc Husky CR
Excellent condition, Mikuni carb., $875.00. 1974, 500cc Yamaha, brand new! Only one tank of gas run through it. D.I.D. Crown rims, J-bars, 3.50x21 front tire, custom seat, Vesco 3½ gal. tank. S.D. type tool kit built on back. $1350.00 or best offer on either bike. Call Rocket Rick (805) 543-6723. (37)

Wheels Laced and Trued
Excellent work; one day service. $12.50 per wheel. All makes and models. You supply parts. Call Robert (213) 931-0158 from 3:30-6:00 p.m. (37)

'74, 250 CZ GP
Like new, carb., tank, $1100.00. (805) 486-2409. (37)

OSSA '72 TRAILS. Good condition, $500.00. (805) 527-7251 Simi. (37)

DOUBLE DISC HONDA front wheel, calipers, m/cyl., etc. $100.00. Also fits Ceriani. (213) 322-4899. (37)

'73 YAMAHA 360 MX. DESERT READY, $650.00. After 5:00 (714) 535-7104. (37)

'73 Husky 250 CR
Street and trail ridden about 500 miles, never raced, excellent condition. '74 license and '76 ORV. Big tank, Skyway — $850.00. (805) 962-9390. (37)

'72 OSSA STILETTO 250, $425.00. 19" FRONT WHEEL. (213) 454-2653. (37)

Cheney/BSA 500 J.B.R. Model
Late '73, Branch head, Sifton, D.I.D.'s. Plus much more, like new, $1400.00. S.F. Bay Area (415) 838-2440. (37/2x)

'74 — 125 Honda Elsinore
Super fast, ported, head work, 32 Mikuni, TM pipe, K&N air filter and very reliable. Going to bigger bike, $750.00. (714) 637-9736. (37)

'72, 400 CZ, Clean and Mean!
34 Mikuni, plastic (levers, tank, and fenders), moved up suspension with Konis, H.D. spokes, new tire, 4130 bars, trick pipe, etc. $725.00. Call Ron at (213) 532-8302, or Gregg at (805) 527-2048. (37)

1973 TM 400. PERFECT CONDITION — Curnutts, flywheel, gearing and 1972 pipe, $700.00. Also 1974 YZ 125 — good shape, $600.00. Both for $1200.00. (805) 687-9980. (37)

Immaculately Maintained
'71, 250 Maico. Bought nu in '72. Always kept in perfect cond., never raced. Nu tires. What more can I say? Also, 3 row trailer — 15 inch wheels. Both for $650.00 — or ? (213) 447-7769. (37)

'74, 175 MX Yamaha
Stock and showroom new, ridden 4 times trail only. Mine was stolen and I got it back. (714) 832-5274. (37)

PROFAB HUSQVARNA 400. COMPLETE bolt together Profab frame, 5 speed engine just rebuilt, have receipts, $900.00. (213) 355-8957. (37)

FOR YOU! 1 PAIR CERIANI C-4000 forks from 1974 Penton 125cc, like new! $95.00. (213) 349-3751. (37)

'71 B.S.A. 500 SINGLE: GOLD STAR, 3600 miles, like new, $850.00. (213) 944-4668. (37)

'74, 450 Maico
Forward Konis, DID's, complete Wheelsmith, xlnt. cond., $1195.00/best offer. (213) 423-1919. (37)

360 CZ, $400
Mikuni, skid plate, Filtron, folding pegs, plastic tank and fenders. Rear DID and H-D spokes, engine recently gone through. (213) 374-0904 or (213) 674-5242. (37)

'69, 360 MX Husky
Immaculate shape, never raced, reliable, engine gone through, seals, sticker, rims, runs strong. Must see to appreciate, $500.00. (213) 372-2728. (37)

'73 Hodaka Wombat 125
1st class desert and mountain handler. Excellent condition, never raced, super reliable, w/street accessories. $345.00. (213) 340-3349. (37)

'73 Montesa VR
Excellent condition, fresh engine and trans., new fork seals, completely stock, original rubber, excellent condition throughout. Must sell, $500.00. Days (213) 583-8283, eves. (213) 799-4990. (37)

1971¾, 400 Maico
Akront, Yamaha front hub, Wheelsmith brake lever, ¼ throttle, Uni levers, sprockets. New clutch, seat, CZ bars and Diamond chain, $575.00. After 4 p.m. (213) 339-3296. (37)

'73½ Rickman 125 MX
Everything trick. Cherry. Ask for Steve. $700.00 or best offer. (213) 278-1522. (37)

DO YOU REALLY WANT TO WIN? Call about my 250 Honda Elsinore. There's not another one like it, $800.00. Call Leroy, Jr. (213) 264-5400. (37)

WANTED — CRANK ASSEMBLY for '71, 400 HUSKY, fair condition and price. (213) 255-7780. (37)

HONDA 250 ELSINORE ENDURO, street legal, 1600 miles, 3.5 gal. tank, D.I.D.'s, Torque pipe, forward mounted shocks, $675.00. 1970 RICKMAN ZUNDAPP, many extras, excellent condition, $295.00. Must sell, need cash. (213) 329-7951. (37)

"1974" YAMAHA 100 MX, fast. $525.00 or best offer! (213) 921-2793. (37)

'71 DKW 125—Super Clean—$375
Trail ridden only, Springer forks, ORV license, Skyway, plus extras. (213) 375-0891. (37)

HUSQVARNA DEALERS AND OWNERS: Motorcycle work rack that raises motorcycle 25 inches off the ground for complete maintenance or disassembly while standing. Made of x-tra strong steel channel, $65.00 complete. (714) 827-6463. (37)

'72¾ Penton — KTM 175
Excellent condition . . . modified pipe, Akronts, Filtron, plastic fenders, Molly bars. Must see to appreciate, $675.00. (714) 839-0253. (37)

'72 RICKMAN 125. CHERRY, Curnutts, extras, $550.00. (714) 498-1408. (37)

DESERT 450 WR HUSKY. MIKUNI, 3.6 gal., rebuilt Curnutts, bashplate, Twin Air, tool bag, 4.60 tire, torque and reliability — $825.00. (213) 372-5500. (37/3x)

1972 Bultaco
Excellent set up bike, full desert, moto set ups. Excellent buy for $550.00. (213) 355-1047. (37)

FREE '73½ HODAKA 100. WHEN YOU BUY my handlebars. Great condition, super clean, never raced, stock. Have to see. Fast and dependable, $350.00 "firm." Call after 5 except weekends (714) 521-6722. (37)

'73 CR 125 Elsinore
Excellent condition, very clean. Must sell, $725.00. (213) 353-2600. (37)

'74 Mag 250 Husqvarna CR
D.I.D. front, 4:50 Trelleborg, Bilsteins, fresh piston, excellent condition, $1100.00. (213) 761-3135. (37)

'69 SUZUKI TWIN 125. GOOD CONDITION, $210.00/best. (213) 559-1935. (37)

'73 XL 250. 2 TANKS, 2 PIPES, Curnutts. New knobby, Filtron, low miles and clean, $675.00. (213) 693-9064. (37)

'72 Yamaha 125cc Enduro
Wife's bike! Excellent condition, electric start, 55 MPHG. Parts included for conversion to 175cc, $550.00. (714) 552-1150. (37)

'71 Honda SL 350, $450!
Must sell, great condition, 5500 miles, 15' extended front wheel. Call after 3 p.m. (213) 865-9353. (37)

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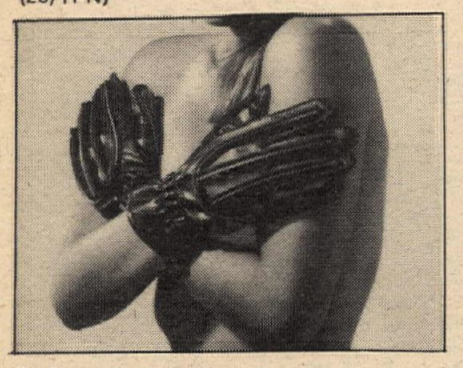

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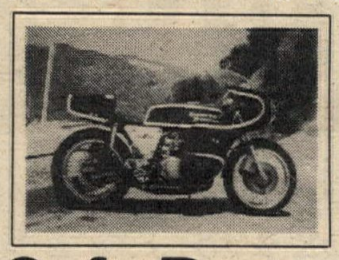

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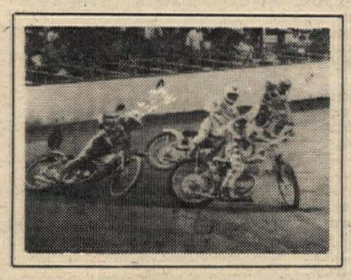

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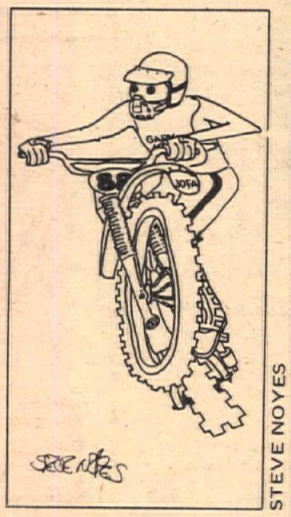

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